

Traffic Impact Study

Proposed Residential Subdivision - Map of Willow View Estates

99 Meadow Drive
Woodmere, New York

PREPARED FOR

W/G Woodmere
c/o Woodmere Country Club, LLC
41 Bayard Street
New Brunswick, NJ 08901

PREPARED BY



100 Motor Parkway, Suite 350
Hauppauge, NY 11788
(631) 787-3400

December 5, 2019

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**VHB Engineering, Surveying,
Landscape Architecture, and Geology P.C.**
100 Motor Parkway, Suite 135
Hauppauge, New York 11788
(631) 787-3400

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Introduction

This study summarizes the comprehensive evaluation of the potential traffic impacts associated with the proposed action, which consists of the subdivision of the existing Woodmere Club premises totaling 114.25 acres in size into a 285¹ lot residential subdivision. The purpose of this study is to determine if there are any significant traffic impacts due to the proposed residential development and to evaluate and propose mitigation measures, if required. This report presents the findings of the traffic study and summarizes the data collection process, traffic analysis procedures, and study conclusions.

Based on the results of the study, more completely described herein, it has been concluded that the development of subject project will not have a significant impact on the study intersections or roadway network and that the off-street parking provided will be adequate.

Project Description

The Applicant, Woodmere Country Club, LLC, is proposing to build a 285 lot residential subdivision on the Woodmere Club premises, totaling 114.25 acres of land area, on the south side of Broadway at the southwest corner of the intersection formed with Meadow Drive. The premises are situated within three local municipalities; the Town of Hempstead, the Incorporated Village of Woodsburgh, and the Incorporated Village of Lawrence. These municipalities are located within Nassau County, New York, which is acting as lead agency with regards to the environmental review of the proposed development under the State Environmental Quality Review Act (SEQRA). The 285-lot subdivision, to be known as Willow View Estates (also

¹ This report, and the analysis included within, was performed to study the potential impacts to traffic and transportation of a proposed 285-lot residential subdivision. Subsequent to the completion of this report, the proposed subdivision was modified resulting in a reduction in lots to 284 lots. All analysis and conclusions presented in this report remain applicable and present a slightly high-side conservative estimate of impacts.



referred to in this study as the “proposed development”), will be comprised entirely of single-family homes developed in accordance with each of the local ordinances in which they are located.

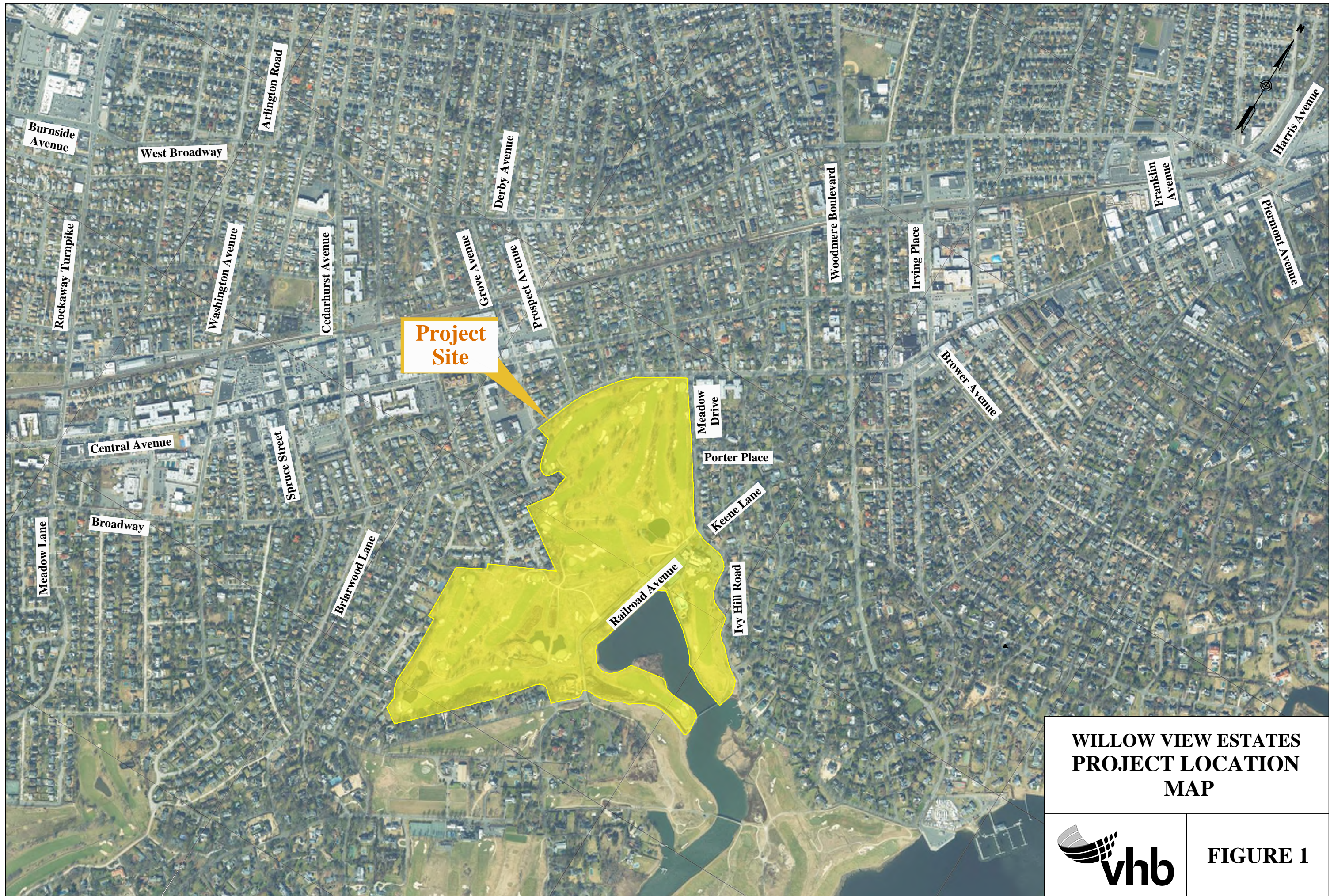
The site is currently developed with the Woodmere Club catering/event hall and attached golf course. According to the Minor Subdivision Survey by Carman-Dunne, P.C. dated July 27, 2016 the premises includes the existing catering/event hall building, as well as support structures for the existing golf course and other amenities provided for the existing use.

The purpose of the proposed Willow View Estates project is to redevelop the existing catering/event hall and golf course as 285 single and separate lots containing one single family residential home on each property. This residential development is designed to adhere with all underlying zoning associated with the land in question, and the new residents of the area will serve as a boon to local businesses and communities.

The total parking provided associated with the Proposed Development will adhere to that required based on the local zoning statutes. The adequacy of the off-street parking provided will be further discussed herein.

The overall site connects to the existing roadway network at several locations; this includes connections to the existing right-of-way for Tulip Street and Keene Lane to the south and connects to the Meadow Drive/Porter Place right-of-way to the north. Additionally, a proposed access point to the subdivision will be established at the intersection of Broadway and Prospect Avenue. This intersection was the subject of a Signal Warrant Analysis to determine whether it would be appropriate to establish a new traffic signal to accommodate the traffic generated by the subdivision in conjunction with the existing levels of activity. A detailed evaluation of the access to the subdivision is further discussed herein.

The proposed Willow View Estates project location is depicted in Figure 1 on the following page.



Burnside Avenue

West Broadway

Arlington Road

Rockaway Turnpike

Washington Avenue

Cedarhurst Avenue

Derby Avenue

Grove Avenue

Prospect Avenue

Woodmere Boulevard

Franklin Avenue

Harris Avenue

Piermont Avenue

Project Site

Central Avenue

Spruce Street

Meadow Drive

Porter Place

Brower Avenue

Meadow Lane

Broadway

Briarwood Lane

Keene Lane

Railroad Avenue

Ivy Hill Road

**WILLOW VIEW ESTATES
PROJECT LOCATION
MAP**



FIGURE 1

Study Methodology

The following describes the methodology used in this traffic study:

- The proposed Willow View Estates Preliminary Subdivision Map and related documents were reviewed to obtain an understanding of the scope and layout of the proposed development.
- A review was made of the adjacent roadway system and the key intersections that might be significantly impacted by the proposed development were identified.
- Field inventories were made to observe the number and direction of travel lanes at the key intersections, along with signal timing, phasing and cycle lengths.
- Accident data for the most recent three-year period for the study area was reviewed, tabulated and summarized.
- Turning movement counts were collected at the key intersections using Miovision cameras during weekday a.m. and p.m. peak periods and during the midday peak periods on both a typical Saturday and a typical Sunday.
- The existing traffic volumes at the key intersections were expanded to the future No-Build year (assumed to be 2022).
- Any other significant other planned developments in the vicinity of the proposed Willow View Estates project were identified and the traffic associated with those developments was included in No-Build analysis.
- The traffic generated by the proposed 285 lot Willow View Estates subdivision was projected based on recognized traffic engineering standards.
- The site generated traffic volumes were distributed along the adjacent roadway network and were added to the No-Build volumes to produce the proposed Build Condition volumes.
- Capacity analyses were performed for the key intersections and the site driveways for the Existing, No-Build and future Build conditions.
- The results of the analyses for the Existing, No-Build, and Build conditions were compared to assess any significant traffic impacts due to the proposed Willow View Estates project.
- The site access points were evaluated. This included a Signal Warrant Analysis conducted for the intersection of Broadway at Prospect Avenue.
- The adequacy of the proposed off-street parking was evaluated and the site layout was reviewed.
- The need for traffic mitigation measures was evaluated.

2

Existing Conditions

Evaluation of the transportation impacts associated with the proposed development requires a thorough understanding of the current transportation system in the proposed Willow View Estates project study area. Existing transportation conditions include roadway geometry, traffic control devices, peak-hour traffic volumes, roadway operating characteristics, and parking availability. An inventory of available information on local roadways and traffic control in the vicinity of the proposed Willow View Estates project site was compiled. The following sections present a summary of this information.

Roadway and Intersection Conditions

During the public scoping discussions for the proposed action, numerous intersections were discussed to be included for analysis. However, it should be noted that the roadway network utilized for analysis was selected via an examination of the existing travel patterns and trends within the study area. Additionally, geographic proximity to the subject premises was also considered, as generated traffic will tend to be more diffuse as it spreads further from the proposed homes; intersections substantially far away will receive less of the site generated traffic and will therefore experience a lesser impact. As a result, we believe that the study area selected is appropriate for the purposes of the traffic impact analysis included herein.

As part of this study, an inventory of study-area traffic controls was conducted. This included traffic signal and regulatory signing. This inventory indicated that the majority of traffic controls in the area are in general conformance with current requirements and in good or fair conditions. However, it was noted that at a number of minor side street intersection approaches there was no "STOP" sign present. While in some instances this traffic control is not required, the absence of the sign in these locations seemed random rather than jurisdictional policy. These intersections, however, are not among those selected for detailed analysis in this study.



The principal roadways and intersections in the proposed Willow View Estates project area are described below. The descriptions of the roadways and key intersections include the geometric conditions and traffic control characteristics.

Broadway

Broadway is designated as such east of the Nassau Expressway (NYS Route 878); it runs as Broadway northeasterly from that point approximately 5 miles to its eastern terminus at Merrick Road (CR 27). It is an east-west arterial roadway under the jurisdiction of Nassau County Department of Public Works (NCDPW). Broadway runs along the north side of the subject property. Within the study area it provides one travel lane in each direction and the NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Broadway at approximately 15,258 vehicles per day. The posted speed limit within the study area is 30 miles per hour and, though parking is not restricted, adequate shoulder width is not provided on this stretch of roadway to accommodate on-street parking within the study area.

Central Avenue

Central Avenue is an east-west arterial roadway under the jurisdiction of Nassau County Department of Public Works (NCDPW). Within the study area it provides one travel lane in each direction and the NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Central Avenue at approximately 20,727 vehicles per day. The posted speed limit within the study area is 30 miles per hour. In the commercial frontages along this roadway, parking is permitted and metered and, along the residential frontages of this roadway, parking is intermittently restricted at certain times of the day (8:00 a.m. to 6:00 p.m.).

West Broadway

West Broadway is an east-west arterial roadway under the jurisdiction of Nassau County Department of Public Works (NCDPW). Within the study area it provides one travel lane in each direction and the NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Central Avenue at approximately 12,831 vehicles per day. The posted speed limit within the study area is 30 miles per hour. Though parking is not restricted, adequate shoulder width is not provided on this stretch of roadway to accommodate on-street parking within the study area.

Rockaway Turnpike/Meadow Lane

Rockaway Turnpike/Meadow Lane is a north-south collector roadway under the jurisdiction of Nassau County Department of Public Works (NCDPW). Within the study area it provides one travel lane in each direction with left turn lanes at



intersections where appropriate. The roadway has its northerly terminus at its merge with the Nassau Expressway (NYS Route 878) and its southerly terminus at Rock Hall Road before ultimately merging with the Nassau Expressway in the southbound direction of travel. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Rockaway Turnpike at approximately 17,041 vehicles per day and the posted speed limit within the study area is 30 miles per hour. Though parking is not restricted, adequate shoulder width is not provided on this stretch of roadway to accommodate on-street parking within the study area.

Washington Avenue

Washington Avenue is a north-south local roadway under the jurisdiction of the Incorporated Village of Cedarhurst. Within the study area it provides one travel lane in each direction. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Washington Avenue at approximately 3626 vehicles per day and the speed limit within the study area is 30 miles per hour. Parking is intermittently restricted on the east and west side of the roadway north of Central Avenue and is permitted on each sides of the roadway north of W. Broadway.

Spruce Street

Spruce Street is a north-south local roadway under the jurisdiction of the Incorporated Village of Cedarhurst. Within the study area it provides one travel lane in each direction of travel. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Spruce Street at approximately 2638 vehicles per day north of Central Avenue and this area connects immediately to the location of the Cedarhurst Train Station. North of the intersection with Central Avenue, the roadway converts to permit one-way northbound traffic only. The speed limit within the study area is 30 miles per hour. Parking is permitted on either side of the roadway but is metered within the commercial frontages located north and south of Central Avenue.

Cedarhurst Avenue

Cedarhurst Avenue is a north-south local roadway under the jurisdiction of the Incorporated Village of Cedarhurst. Within the study area it provides one travel lane in each direction. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Cedarhurst Avenue at approximately 8726 vehicles per day. The speed limit within the study area is 30 miles per hour. Metered parking is permitted on either side of the roadway north of Central Avenue but south of the LIRR Tracks and is permitted on the east side of the roadway north of the LIRR Tracks.

Grove Avenue



Grove Avenue is a north-south local roadway under the jurisdiction of the Incorporated Village of Cedarhurst. Within the study area it provides one travel lane in the southbound direction of travel, having recently been modified to accommodate southbound traffic only for the entirety of its length. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Spruce at approximately 3137 vehicles per day. The speed limit within the study area is 30 miles per hour. Metered parking is permitted on either side of the roadway south of the LIRR Tracks and is restricted on the either side of the road north of the LIRR Tracks from 10:00 a.m to 2:00 p.m., Monday through Friday.

Prospect Avenue

Prospect Avenue is a north-south local roadway under the jurisdiction of the Nassau County Department of Public Works. Within the study area it provides one travel lane in each direction. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Prospect at approximately 2657 vehicles per day. The speed limit within the study area is 30 miles per hour. Parking is permitted on either side of the roadway within the area associated with the Traffic Analysis.

Meadow Drive

Meadow Drive is a north-south local roadway under the jurisdiction of the Village of Woodsburgh. Within the study area it provides one travel lane each direction of travel. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Meadow Drive at approximately 607 vehicles per day. The speed limit within the study area is 30 miles per hour. 2 Hour Parking is permitted on the east side of the roadway and no parking is permitted on the west side of the roadway. This roadway provides direct access to the Woodmere Club premises at its southern terminus, located at the intersection formed with Railroad Avenue/Keene Lane and Ivy Hill Road.

Keene Lane

Keene Lane is an east-west local roadway under the jurisdiction of the Village of Woodsburg that extends from its intersection with Meadow Drive/Ivy Hill Road/Railroad Avenue east to Woodmere Boulevard. Keene Lane is one-way eastbound and provides a single eastbound lane. The Village of Woodsburg speed limit has been established at 30 miles per hour. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Keene Lane at approximately 218 vehicles per day. The speed limit within the study area is 30 miles per hour. Although not explicitly prohibited by signing, the roadway is narrow in width and does not lend itself to roadside parking.



Woodmere Boulevard

Woodmere Boulevard is a north-south local roadway under the jurisdiction of the Town of Hempstead. Within the study area it provides one travel lane in each direction of travel. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Woodmere Boulevard at approximately 7770 vehicles per day. The posted speed limit within the study area is 30 miles per hour. 3 Hour Parking between 7:00 a.m and 7:00 p.m. is permitted on either side of the roadway within the area associated with the Traffic Analysis.

Irving Place

Irving Place is a north-south local roadway under the jurisdiction of the Town of Hempstead. Within the study area it provides one travel lane in each direction of travel. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Irving Place at approximately 2540 vehicles per day. The speed limit within the study area is 30 miles per hour. Parking is permitted on either side of the roadway within the study area.

Franklin Avenue

Franklin Avenue is a north-south local roadway under the jurisdiction of the Town of Hempstead. Within the study area it provides one travel lane in each direction of travel. The NYSDOT Traffic Data Viewer volume data for 2016 put the AADT on Franklin Avenue at approximately 4117 vehicles per day. The posted speed limit within the study area is 30 miles per hour. 90 Minute Parking is permitted on either side of the roadway within the study area.

Study Area

To determine the potential traffic impacts of the proposed Willow View Estates project, the following study intersections were identified for analysis under the Existing, No-Build and future Build conditions:

- Broadway at Rockaway Turnpike/Meadow Lane (Signalized)
- Broadway at Washington Avenue (Signalized)
- Broadway at Spruce Street (Signalized)
- Broadway at Cedarhurst Avenue/Briarwood Lane (Signalized)
- Broadway at Grove Avenue (Signalized)
- Broadway at Meadow Drive (Signalized)
- Broadway at Woodmere Boulevard (Signalized)
- Broadway at Brower Avenue/Irving Place (Signalized)
- Broadway at Franklin Avenue (Signalized)
- Broadway at West Broadway/Harris Avenue/Piermont Avenue (Signalized/3 Intersections)
- W. Broadway at Woodmere Boulevard (Signalized)
- W. Broadway at Prospect Avenue/Derby Avenue (Signalized)
- W. Broadway at Cedarhurst Avenue (Signalized)
- W. Broadway at Washington Avenue/Arlington Road (Signalized)
- W. Broadway at Rockaway Turnpike/Burnside Avenue (Signalized)
- Central Avenue at Rockaway Turnpike (Signalized)
- Central Avenue at Washington Avenue (Signalized)
- Central Avenue at Spruce Street (Signalized)
- Central Avenue at Cedarhurst Avenue (Signalized)
- Central Avenue at Prospect Avenue (Signalized)
- Central Avenue at Woodmere Boulevard (Signalized)
- Broadway at Prospect Avenue (Unsignalized)
- W. Broadway at Grove Avenue (Unsignalized)
- W. Broadway at W. Broadway Merge (Unsignalized)
- W. Broadway at Rockaway Turnpike (Unsignalized)
- Central Avenue at Grove Avenue (Unsignalized)
- Meadow Drive at Porter Place (Unsignalized)
- Meadow Drive at Railroad Avenue/Keene Lane (Unsignalized)

The study intersections are shown in Figure 2.



**WILLOW VIEW ESTATES
STUDY INTERSECTIONS
MAP**



FIGURE 2

Broadway at Rockaway Turnpike/Meadow Lane



The intersection of Broadway at Rockaway Turnpike is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Rockaway Turnpike/Meadow Lane runs north-south and provides a single shared left-turn/through/right-turn lane at in both the northbound and southbound direction of travel. No Turns on Red are permitted at this intersection in the northbound direction of travel, but they are permitted in the eastbound, westbound, and southbound directions of travel.

This intersection is controlled by a semi-actuated two-phase traffic signal.

Broadway at Washington Avenue



The intersection of Broadway at Washington Avenue is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Washington Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in the northbound, southbound, and westbound directions of travel, but they are permitted in the eastbound direction of travel.

This intersection is controlled by a semi-actuated two-phase traffic signal.

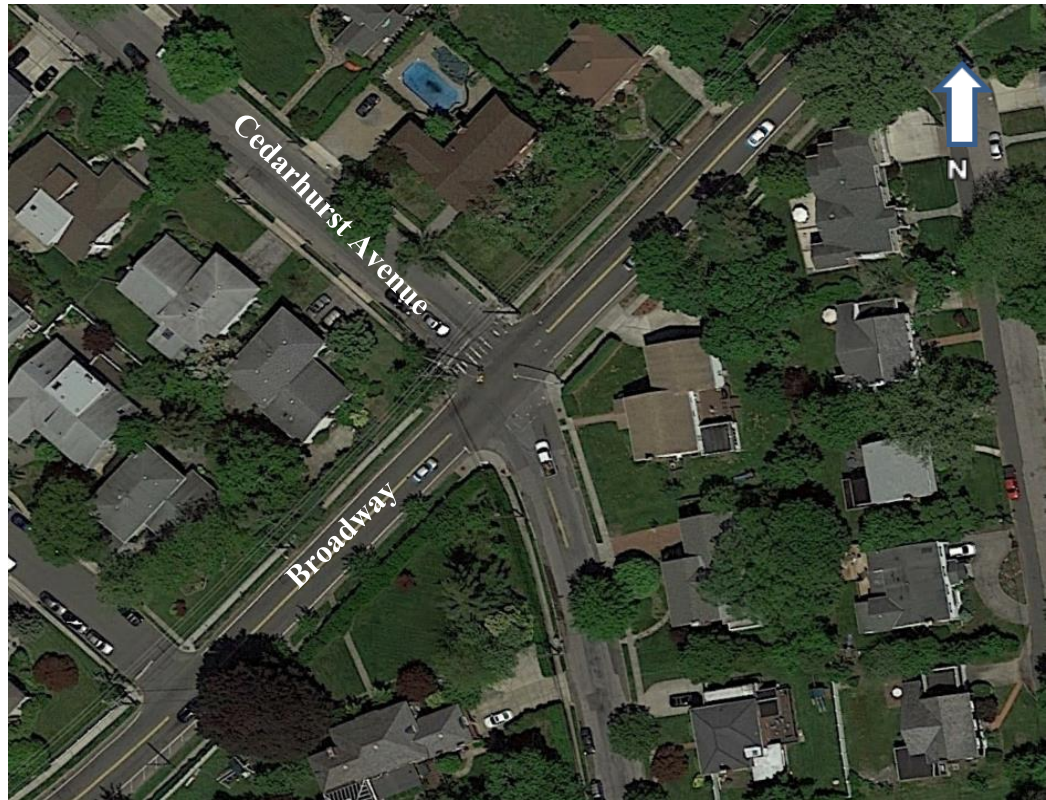
Broadway at Spruce Street



The intersection of Broadway at Spruce Street is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both directions of travel. The north-south Spruce Street approach provides a single shared left-turn/through/right-turn at each approach. Right Turns on Red are permitted at this intersection.

This intersection is controlled by a two-phase traffic signal.

Broadway at Cedarhurst Avenue/Briarwood Lane



The intersection of Broadway at Cedarhurst Avenue is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both directions of travel. The north-south Cedarhurst Avenue approach provides a single shared left-turn/through/right-turn at each approach. Right turns on red are permitted in all directions of travel.

This intersection is controlled by a two-phase semi-actuated traffic signal.

Broadway at Grove Avenue



The intersection of Broadway at Grove Avenue is a signalized three-legged intersection. Broadway runs north-south and provides a shared through lane in the southbound direction of travel and a shared through lane in the northbound direction of travel; no turning movements are permitted at this intersection from Broadway. Grove Avenue, which runs one-way eastbound at this approach, single shared left-turn/right-turn at the approach to this intersection. No Turns on Red are permitted in the eastbound direction of travel.

This intersection is controlled by a two-phase semi-actuated traffic signal.

Broadway at Meadow Drive



The intersection of Broadway at Meadow Drive is a signalized three-legged intersection. Broadway runs east-west and provides a shared through/right-turn lane in the eastbound direction of travel and a shared left-turn/through lane in the westbound direction of travel. Meadow Drive runs north-south and provides a single shared left-turn/right-turn lane at its approach to the study intersection.

This intersection is controlled by a two-phase semi-actuated traffic signal.

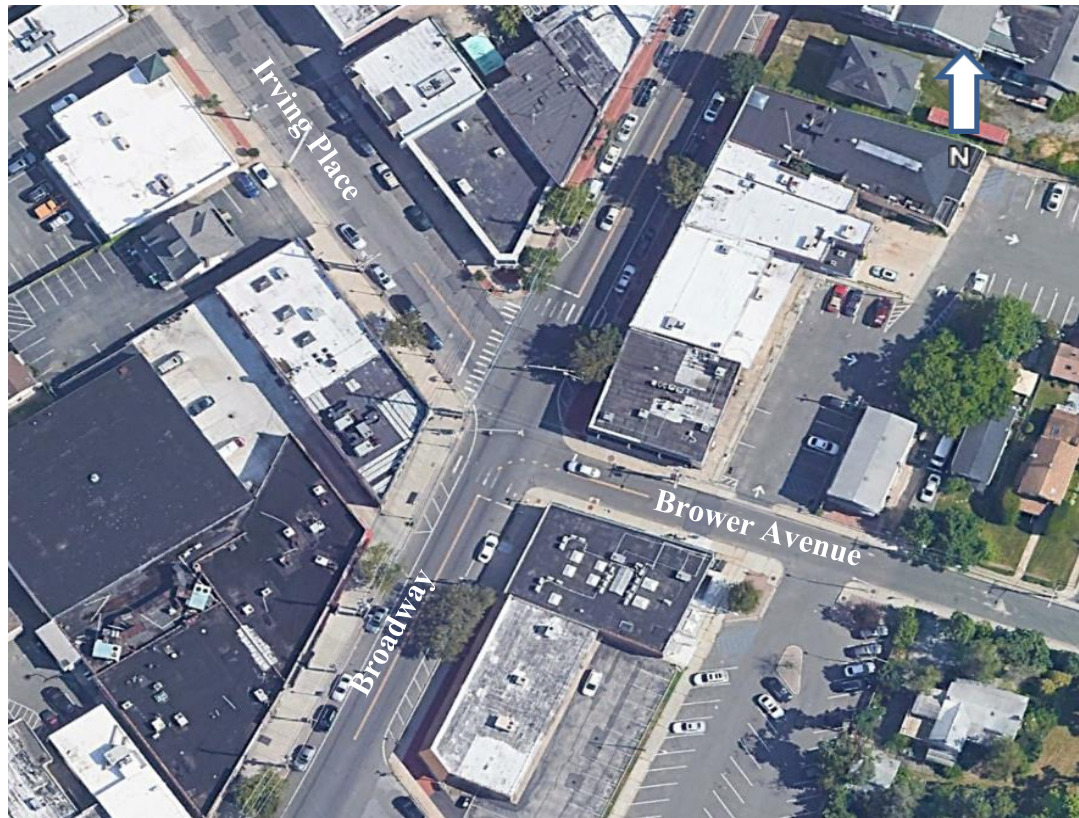
Broadway at Woodmere Boulevard



The intersection of Broadway at Woodmere Boulevard is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Woodmere Boulevard runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted in the eastbound and northbound directions of travel.

This intersection is controlled by a two-phase traffic signal.

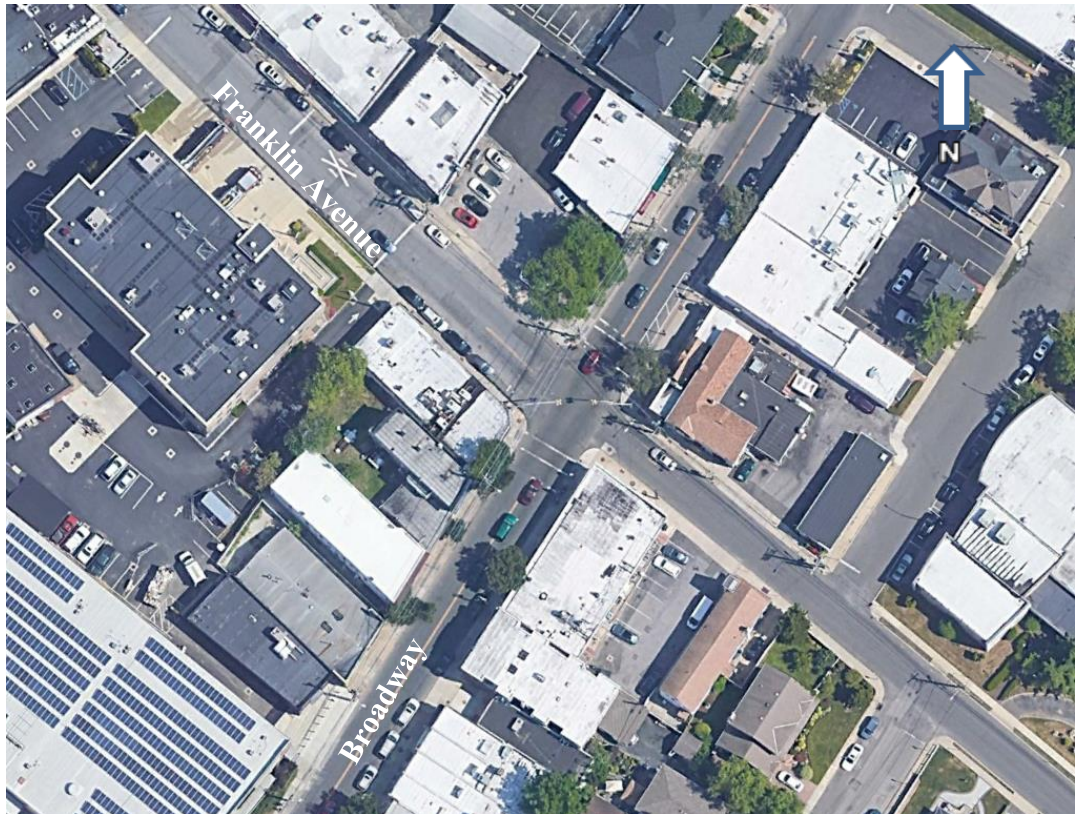
Broadway at Irving Place/Brower Avenue



The intersection of Broadway at Irving Place/Brower Avenue is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound directions of travel. Irving Place runs north-south and provides a single shared left-turn/through/right-turn lane at its southbound approach to the study intersection. Brower Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at its northbound approach to the study intersection.

This intersection is controlled by a semi-actuated two phase traffic signal.

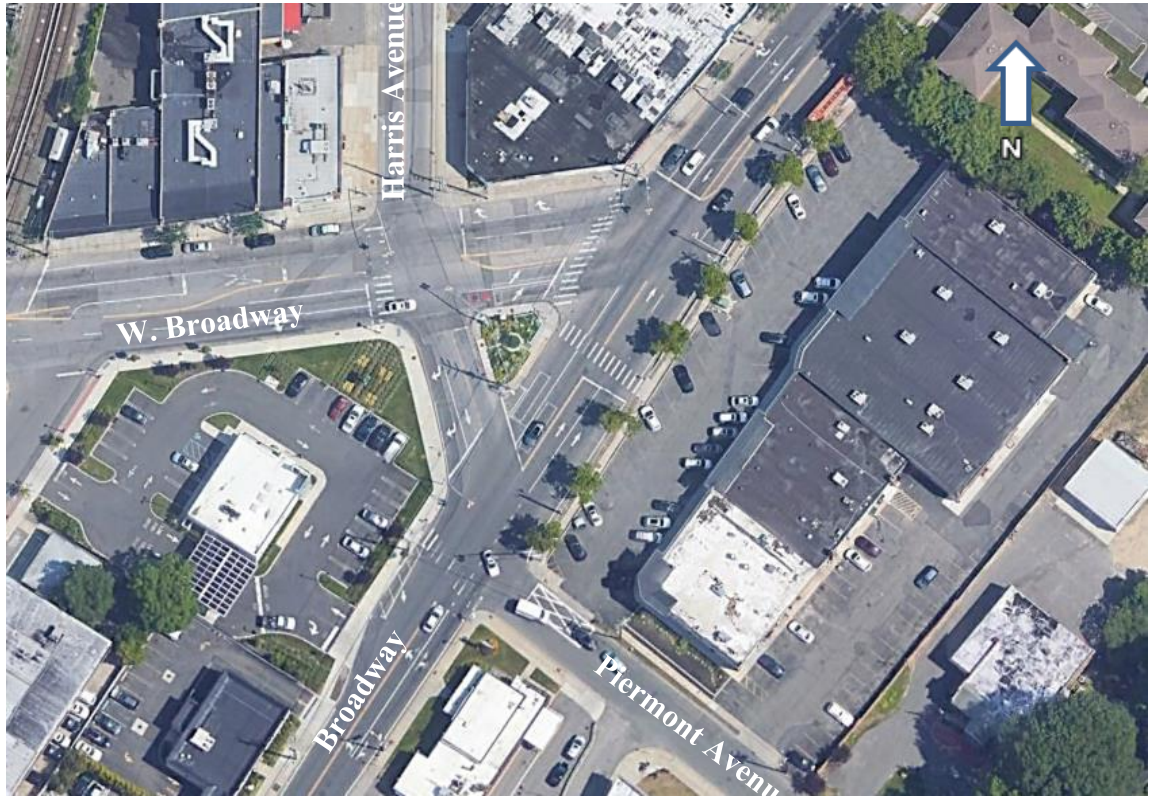
Broadway at Franklin Avenue



The intersection of Broadway at Franklin Avenue is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Franklin Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in the northbound and southbound directions of travel.

This intersection is controlled by a semi-actuated two-phase traffic signal.

W. Broadway at Broadway / W. Broadway at Harris Avenue / Broadway at Harris Avenue / Piermont Avenue



The intersection of W. Broadway at Broadway, W. Broadway at Harris Avenue, and Broadway at Piermont Avenue is a series of coordinated signalized intersections operated under the same controller to accommodate the multi-directional convergence of traffic:

West Broadway at Broadway - The signalized intersection of Broadway and West Broadway is a three-legged intersection. W. Broadway runs east-west and provides two left turn only lanes, which accommodate traffic merging onto Broadway. Broadway runs north-south at this location and provides two through lanes in the northbound direction of travel and one through lane, a shared right-turn/through lane and a dedicated right turn lane in the southbound direction of travel.

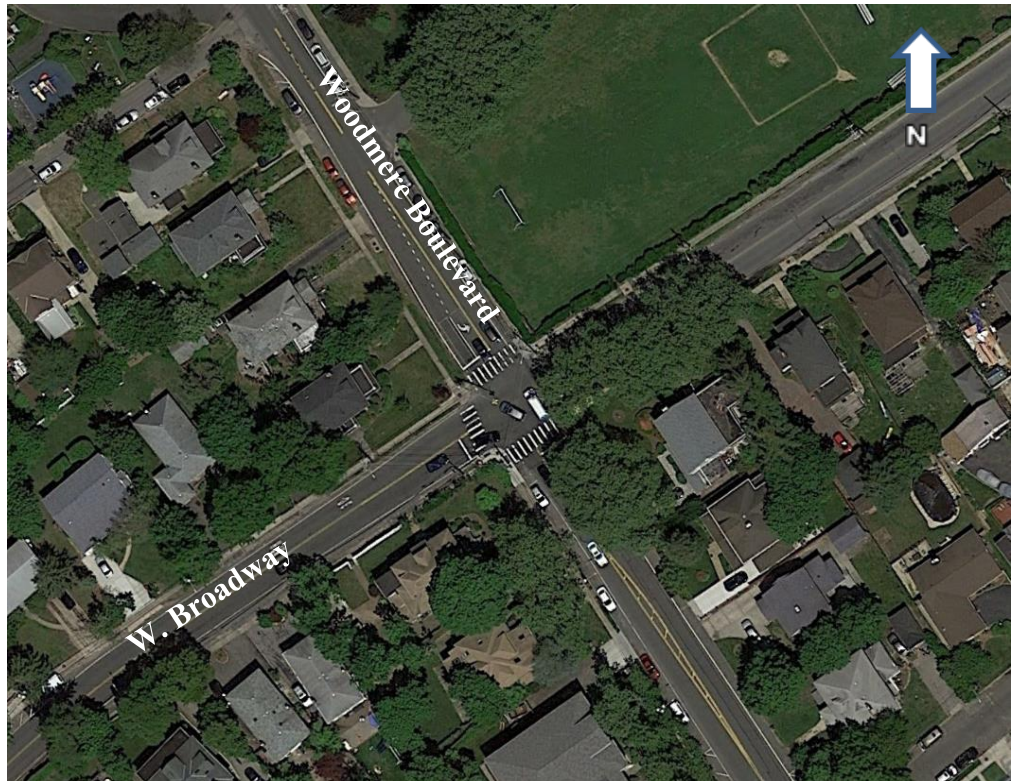
West Broadway at Harris Avenue - The signalized intersection of W. Broadway and Harris Avenue is a four-legged intersection. W. Broadway runs east-west and provides a left turn lane, a through lane and a shared through/right-turn lane in the eastbound direction of travel and two through lanes and a right turn lane in the westbound direction of travel. Harris Avenue runs north-south and provides a single shared left-turn/through/right-turn lane in the northbound direction of travel and a shared left-turn/through/right-turn lane in the southbound direction of travel.

Broadway at Harris Avenue/Piermont Avenue - The signalized intersection of Broadway and Piermont Avenue is a four-legged intersection. Broadway runs north-south and provides one shared left-turn/through lane and one shared through/right-turn lane in the northbound direction of travel and two through lanes in the southbound direction of travel. Harris Avenue/Piermont Avenue runs east-west at this location and provides a dedicated left turn lane and a shared through/right-turn lane in the eastbound direction of travel and a shared left-turn/through/right-turn lane in the westbound direction of travel.

As previously mentioned, these intersections are controlled in a coordinated manner by a single multi-phased traffic control-box which operates each of the three traffic signals. The phasing and operation are as follows:

- › Eastbound phase on Broadway with protected left turns at Harris Avenue/Piermont Avenue and permitted North-South through Movements at Harris Avenue and W. Broadway
- › East-West phase on Broadway with protected right turns at W. Broadway and permitted westbound through Movements at Harris Avenue and W. Broadway
- › Protected eastbound Left Turn Phase at W. Broadway and Broadway with permitted eastbound Left/Through Movements Harris Avenue and W. Broadway
- › East-West Phase on W. Broadway at Harris Avenue with protected eastbound left turns and a southbound right turn overlap from at the intersection of Broadway and W. Broadway.
- › North-South Phase on W. Broadway at Harris Avenue and Broadway at Harris Avenue/Piermont Avenue

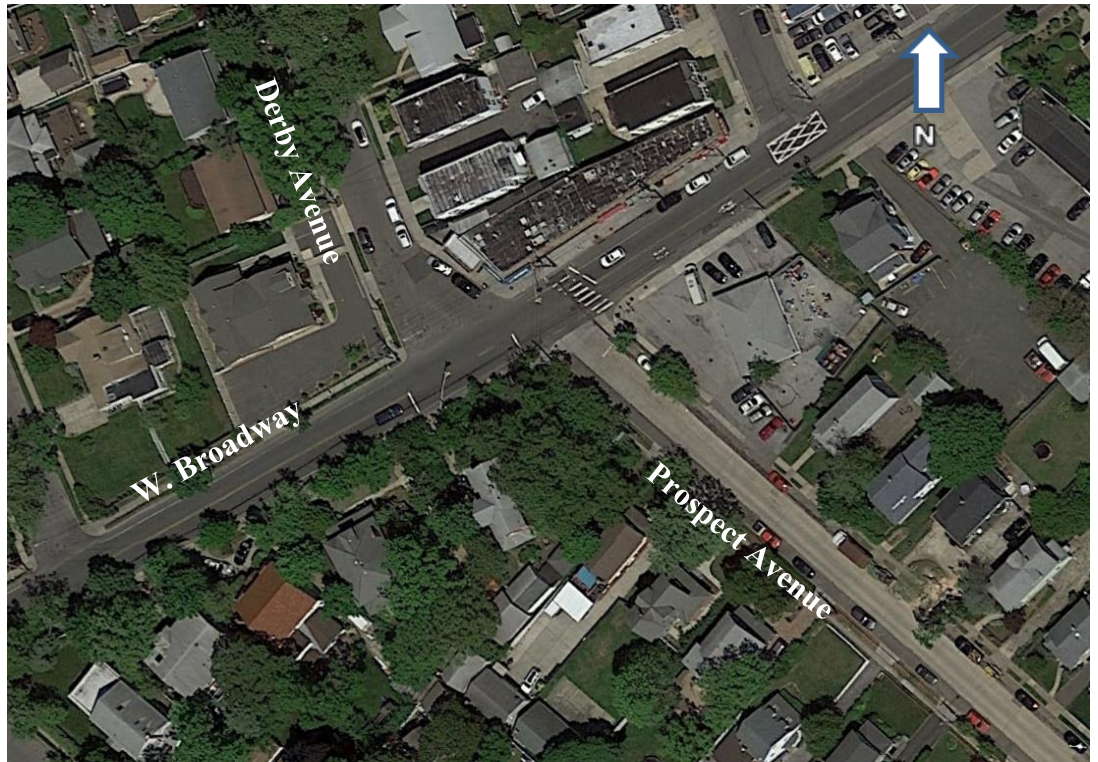
W. Broadway at Woodmere Boulevard



The intersection of W. Broadway at Woodmere Boulevard is a signalized four-legged intersection. W. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Woodmere Boulevard runs north-south and provides an exclusive left-turn lane and a shared through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in the north-south direction of travel.

This intersection is controlled by a semi actuated two-phase traffic signal.

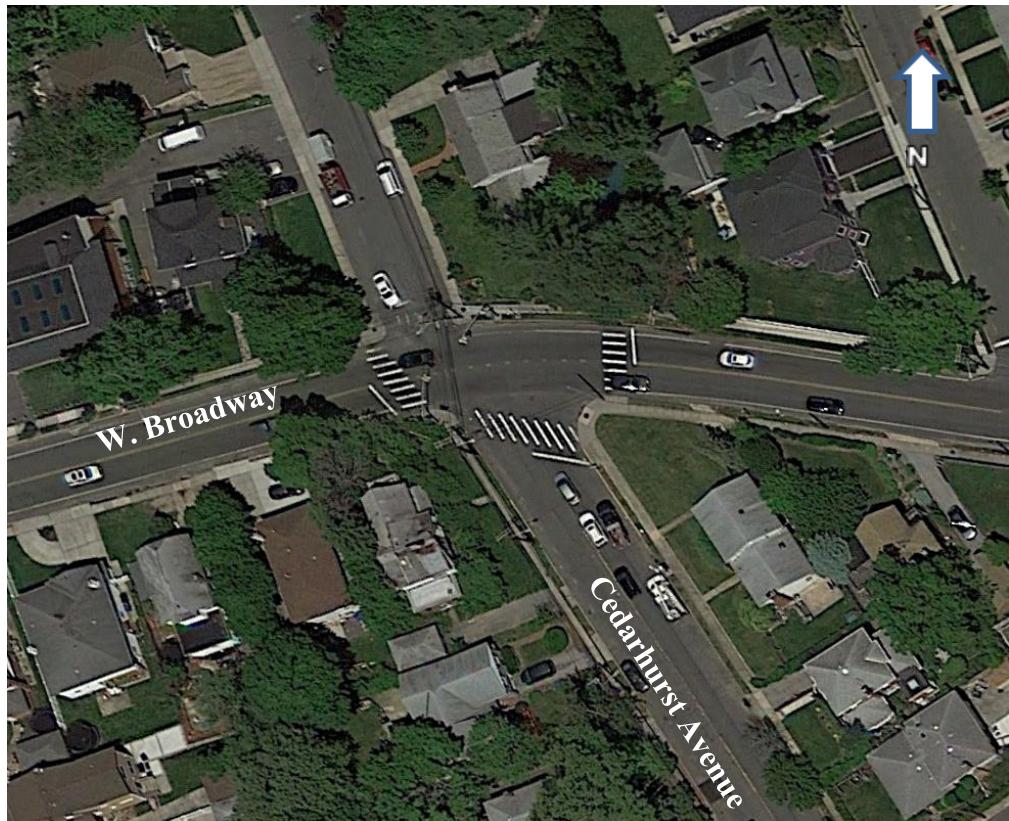
W. Broadway at Prospect Avenue/Derby Avenue



The intersection of W. Broadway at Prospect Avenue/Derby Avenue is a signalized four-legged intersection with offset north/south approaches. W. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Prospect Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in any direction of travel.

This intersection is controlled by a semi-actuated two-phase traffic signal.

W. Broadway at Cedarhurst Avenue



The intersection of W. Broadway at Cedarhurst Avenue is a signalized four-legged intersection. W. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Cedarhurst Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in any direction of travel.

This intersection is controlled by a semi actuated two-phase traffic signal.

W. Broadway at Washington Avenue/Arlington Road



The intersection of W. Broadway at Washington Avenue/Arlington Road is an offset signalized four-legged intersection. W. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Washington Avenue/Arlington Road runs north-south and provides a single shared left-turn/through/right-turn lane in both the northbound and southbound direction of travel. No Turns on Red when pedestrians are present in northbound and southbound directions of travel. The intersection is controlled by a semi-actuated multi-phase signal. The phasing is as follows:

- › Eastbound and Westbound movement with permissive left-turns
- › Northbound movements
- › Southbound movements

W. Broadway at Rockaway Turnpike/Burnside Avenue



The intersection of W. Broadway at Rockaway Turnpike/Burnside Avenue is a signalized four-legged intersection. In the eastbound direction of travel, Burnside Avenue provides an exclusive left-turn lane, a shared left-turn and through lane, and a shared through and right-turn lane. In the westbound direction of travel, W. Broadway provides a shared left-turn and through lane, an exclusive through lane, and an exclusive right-turn lane. In the northbound direction of travel, Rockaway Turnpike provides an exclusive left-turn lane, and two through lanes. In the southbound direction of travel, Rockaway Turnpike provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane. The intersection is controlled by an actuated multi-phase signal. The phasing is as follows:

- › Southbound movement with protected left-turns and overlapping westbound right-turns
- › Northbound and Southbound movement with permissive left-turns
- › Eastbound movement with protected left-turns and overlapping southbound right-turns
- › Westbound movement with protected left-turns

Central Avenue at Rockaway Turnpike



The intersection of Central Avenue at Rockaway Turnpike is a signalized four-legged intersection. Central Avenue runs east-west and provides an exclusive left-turn lane and a shared through and right-turn lane in both the eastbound and westbound direction of travel. Rockaway Turnpike runs north-south and provides an exclusive left-turn lane and a shared through and right-turn lane in both the northbound and southbound direction of travel. The intersection is controlled by an actuated multi-phase signal. The phasing is as follows:

- › Protected Northbound and Southbound left-turns
- › Northbound and Southbound movement with permissive left-turns
- › Protected Eastbound and Westbound left-turns
- › Eastbound and Westbound movement with permissive left-turns

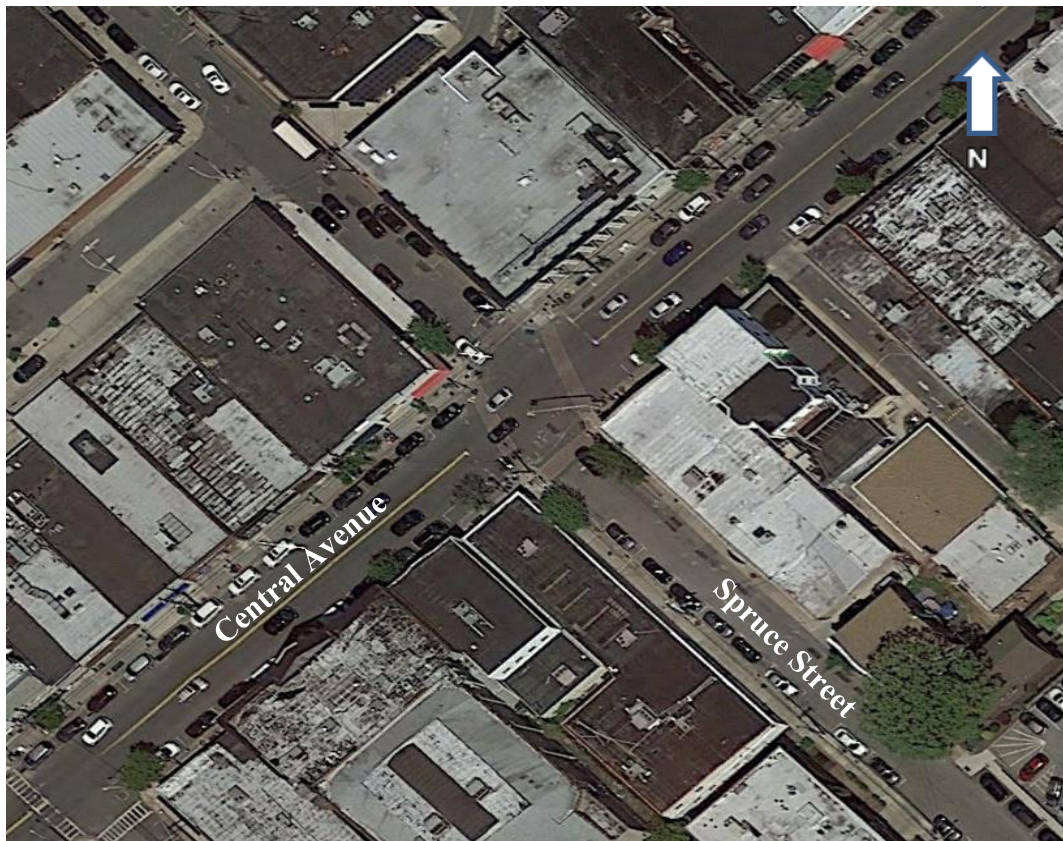
Central Avenue at Washington Avenue



The intersection of Broadway at Washington Avenue is a signalized four-legged intersection. Central Avenue runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Washington Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in any direction of travel.

This intersection is controlled by a semi-actuated two-phase traffic signal.

Central Avenue at Spruce Street



The intersection of Central Avenue at Spruce Street is a signalized four-legged intersection. Central Avenue runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Spruce Street runs north-south and provides a single shared left-turn/through/right-turn lane at the northbound approach to the study intersection. The roadway accommodates one-way traffic north of the study intersection and hence does not include a southbound approach. No Turns on Red are permitted in the northbound and eastbound directions of travel.

This intersection is controlled by a two-phase traffic signal.

Central Avenue at Cedarhurst Avenue



The intersection of Central Avenue at Cedarhurst Avenue is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Cedarhurst Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection

This intersection is controlled by a semi-actuated two-phase traffic signal.

Central Avenue at Prospect Avenue



The intersection of Central Avenue at Prospect Avenue is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Prospect Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in the northbound, southbound, and eastbound directions of travel.

This intersection is controlled by a semi-actuated two-phase traffic signal.

Central Avenue at Woodmere Boulevard



The intersection of Central Avenue at Woodmere Boulevard is a signalized four-legged intersection. Broadway runs east-west and provides a shared left-turn/through/right-turn lane in both the eastbound and westbound direction of travel. Prospect Avenue runs north-south and provides a single shared left-turn/through/right-turn lane at each approach to the study intersection. No Turns on Red are permitted at this intersection in the northbound and southbound directions of travel.

This intersection is controlled by a two-phase traffic signal.

Broadway at Prospect Avenue



The intersection of Broadway at Prospect Avenue is an unsignalized three-legged intersection. Broadway runs north-south and provides a shared through/right-turn lane in the southbound direction of travel and a shared left-turn/through lane in the northbound direction of travel. No stop control exists at the approach to Prospect Avenue along Broadway. Prospect Avenue runs east-west at this location and provides a single stop controlled shared left-turn/right-turn lane at its approach to the study intersection.

W. Broadway at Grove Avenue



The intersection of Central Avenue at Grove Avenue is an unsignalized three-legged intersection. Central Avenue runs east-west and provides a shared through/right-turn lane in the eastbound direction of travel and a shared left-turn/through lane in the westbound direction of travel. Grove Avenue runs accommodates one-way traffic in the southbound direction of travel and no northbound approach exists to the intersection.

W. Broadway at W. Broadway Merge



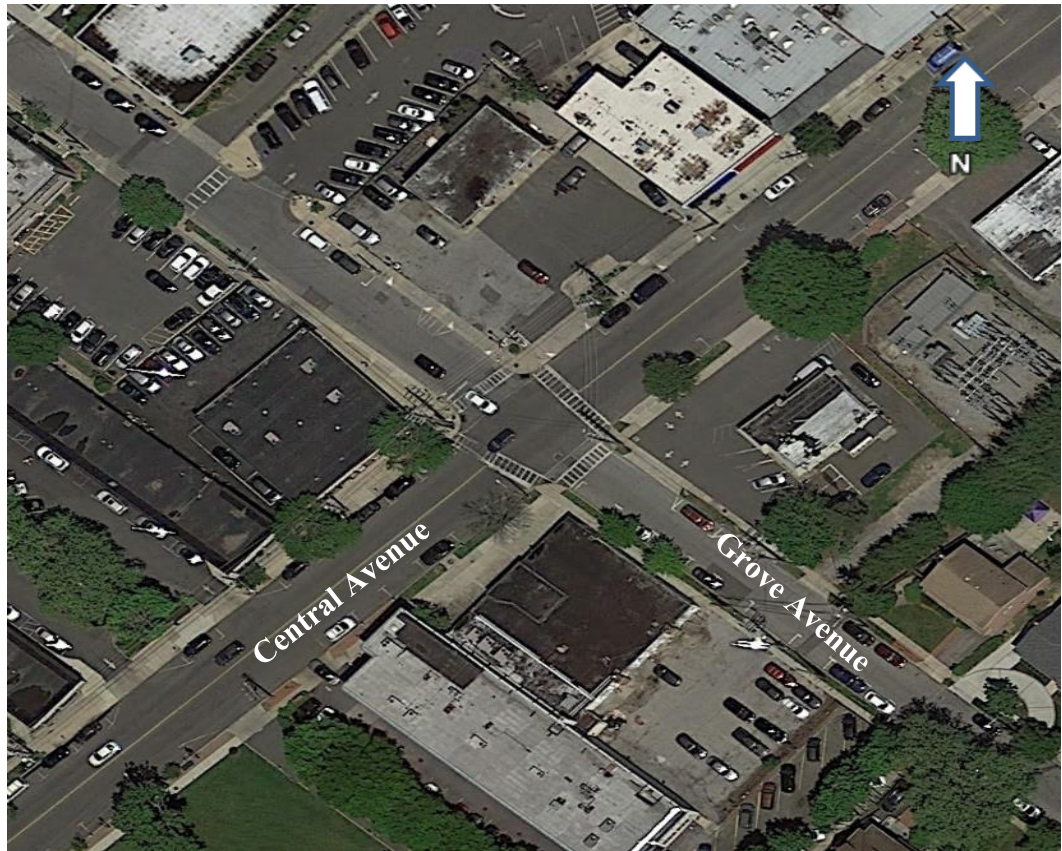
The intersection of W. Broadway at W. Broadway Merge is an unsignalized three-legged intersection with two active approaches. The eastbound merge occurs just east of the intersection of Rockaway Turnpike and W. Broadway/Burnside Avenue. Vehicles received from the traffic signal at Rockaway Turnpike and W. Broadway/Burnside Avenue are free, while the merging leg is stop-controlled. The diverging leg of the intersection operates freely towards the signalized intersection to the west.

W. Broadway at Rockaway Turnpike



The intersection of W. Broadway at Rockaway Turnpike is an unsignalized three-legged intersection with two active approaches. The eastern leg of W. Broadway is one-way and allows only eastbound traffic away from the intersection. In the northbound direction, Rockaway Turnpike provides an exclusive through lane and a shared through and right-turn lane. In the southbound direction, Rockaway Turnpike provides a shared left-turn and through lane.

Central Avenue at Grove Avenue



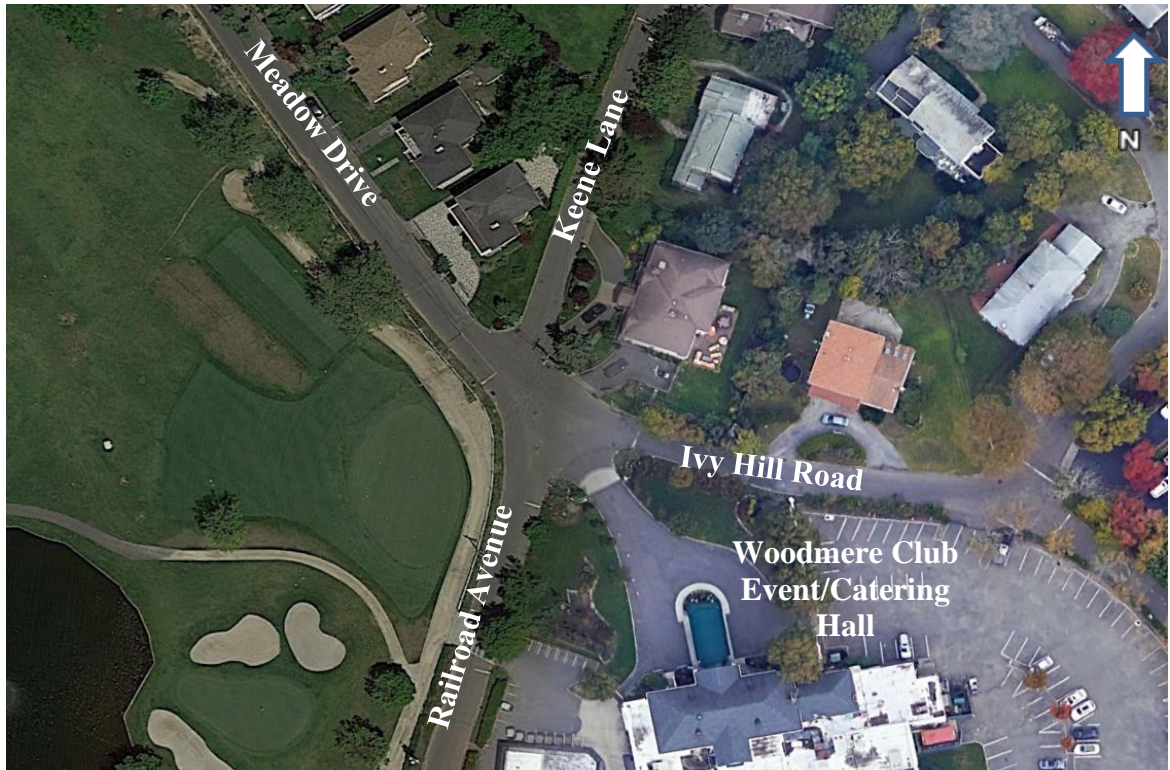
The intersection of Central Avenue at Grove Avenue is an unsignalized four-legged intersection. Central Avenue runs east-west and provides a stop controlled shared through/right-turn lane in the eastbound direction of travel and a stop controlled shared left-turn/through lane in the westbound direction of travel. Grove Avenue runs south and provides a single shared left-turn/through/right-turn lane at the southbound approach to the study intersection. Grove Avenue accommodates one-way traffic in the southbound direction of travel and no northbound approach exists to the intersection.

Meadow Drive at Porter Place



The intersection of Meadow Drive at Porter Place is an unsignalized stop controlled three-legged intersection with Porter Place accommodating one-way westbound traffic only. Meadow Drive runs north-south, providing a single through travel lane in the southbound direction of travel and a single through travel lane in the northbound direction of travel. The westbound Porter Place approach provides a single shared left-turn/right-turn travel lane at its intersection with Meadow Drive, which also acts as its westerly terminus as well.

Meadow Drive/Ivy Hill Road at Railroad Avenue/Keene Lane at Woodmere Club Site Access Driveway



The intersection of Meadow Drive/Ivy Hill Road at Railroad Avenue/Keene Lane at the Woodmere Club Site Access Driveway is an unsignalized stop controlled five-legged intersection. Meadow Drive runs north-south, providing a single shared left-turn/through/right-turn travel lane at this intersection. The east-west Railroad Avenue approach provides the same single shared left-turn/through/right-turn travel lanes. Additionally, the Ivy Hill Road approach accommodates one-way westbound traffic only and provides a single shared left-turn/through/right-turn travel lane at this intersection. Furthermore, Keene Lane accommodates one-way northerly traffic and does not provide an approach to the study intersection. Finally, the northbound approach to the Woodmere Club Site Access Driveway provides ingress and egress to the premises within this intersection.

Storm Evacuation Routes

It is noted that the study area is located within Evacuation Zones; when a hurricane or other major storm of a certain caliber threatens Long Island, such areas are evacuated to a central location (identified as the Nassau Community College campus situated in Uniondale, NY). In accordance with the Nassau County Hurricane Evacuation Map the project site is located in Evacuation Zone 2 and the overall study area is located in Evacuation Zones 2 and 3. Figure A depicts the Evacuation Zone Map.

As depicted on the Evacuation Map, designated routes have been identified from the study area to the Nassau County College. The Nassau County Office of Emergency Management (OEM) would be tasked with ensuring that these routes are kept open to facilitate rapid evacuation during an evacuation event.

Route 1:

Nassau Expressway to Peninsula Boulevard to Fulton Avenue (NY 24) to Earle Ovington Boulevard to the NCC.

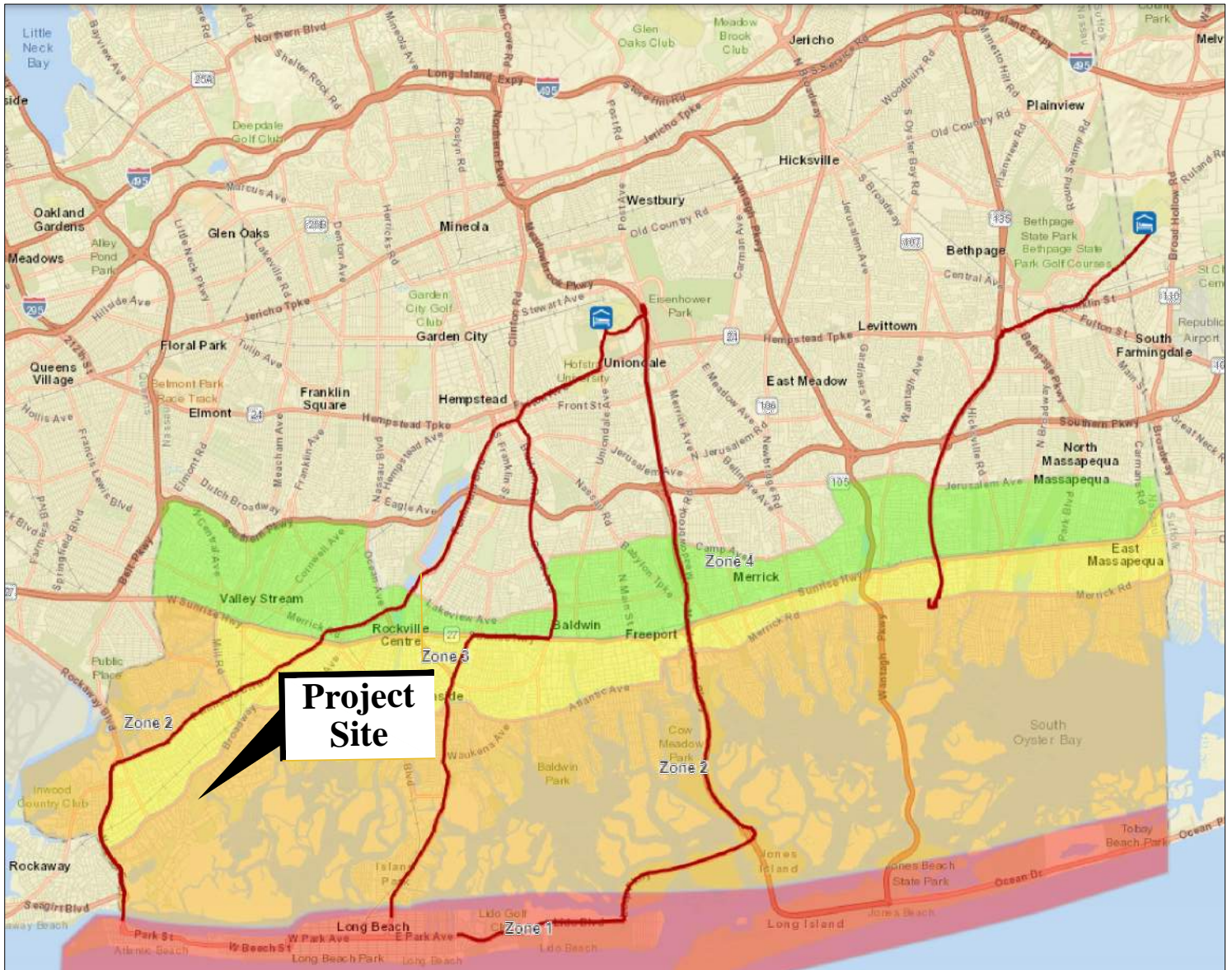
Route 2:

Long Beach Boulevard to Sunrise Highway (NY27) to Grand Avenue to Baldwin Road to Henry Street to Fulton Avenue (NY 24) to Earle Ovington Boulevard to the NCC.

Route 3:

Lido Boulevard to Loop Parkway to Meadowbrook State Parkway to Charles Lindbergh Boulevard to the NCC

It should be noted that these evacuation routes serve a significantly sized community within Nassau County in the event of an emergency. As a result, while the 285 new homes would travel in those directions should the risk demand it, they would only represent a marginal increase in activity during an evacuation. A conservative estimate based on 2010 Census data, indicates that the proposed project would result in a 1.9% increase in the number of reported households in the 5-Towns area. However, when considering the increase in traffic that may occur along one of the evacuation routes, which serves a much larger area, the increase would be considerably less. As a result, it is our opinion that the proposed action would not result in a significant impact to the operation of the storm evacuation routes in the case of a requisite emergency.



Not to Scale

Figure A

Nassau County Evacuation Route Map
Willow View Estates
Woodmere, New York



Existing Traffic Volume Data

At the study intersections, turning movement counts were collected using Miovision cameras on Thursday, May 10, 2018 during the weekday a.m. peak period from 7:00 a.m. to 9:00 a.m., and during the weekday p.m. peak period from 2:00 p.m. to 6:30 p.m., on Saturday, May 12, 2018 10:00 a.m. to 2:00 p.m., and again on Sunday May 13, 2018 from 10:00 a.m. to 2:00 p.m. These times reflect the heaviest traffic flows coinciding with commuter and shopping activities within the study area. While Sunday counts and analysis are not typically performed for studies such as this one, they are included here due to a very large devout Jewish population. This population does not drive on Saturday due to adherence to their religious beliefs. This characteristic results in Sunday also being a key day of the week in gauging potential traffic impacts. The existing weekday a.m., p.m., Saturday midday, and Sunday midday volumes are shown in Figures 3, 4, 5, and 6, respectively. The detailed turning movement count data can be found in Appendix A.

In addition to the turning movement observations enumerated above, speed and delay runs were also conducted for the Broadway corridor within the study area. This involved traversing the corridor during the peak periods in the eastbound and westbound direction of travel. Each run in the eastbound direction was started from the intersection of Broadway and Meadow Lane and concluded upon traveling through the intersection of Broadway and W. Broadway. Similarly, in the westbound direction of travel, each run was started from the intersection of Broadway and W. Broadway and concluded upon traveling through the intersection of Broadway and Meadow Lane. This corridor is 2.3 miles in length along Broadway and, by completing this exercise, the overall travel experience on the corridor was considered, due to the fact that there were significant concerns raised about east-west travel times during the public scoping of this project.

These aforementioned speed and delay runs were conducted during the a.m. peak period on Thursday, September 19, 2019 from 7:00 a.m. to 9:00 a.m. and during the p.m. peak period on Thursday, September 19, 2019 from 4:30 p.m. to 6:30 p.m. Multiple runs in each direction were conducted and the average travel time was recorded. A summary of this information in each direction of travel is provided in Tables A through D.

Table A – Westbound Broadway Travel Times (a.m. period)

Run	Run #1	Run #2	Run #3	Run #4	Run #5	Average
Travel Time	7 Minutes	6 Minutes	10 Minutes	10 Minutes	11 Minutes	8.8 Minutes



Table B – Eastbound Broadway Travel Times (a.m. period)

Run	Run #1	Run #2	Run #3	Run #4	Run #5	Average
Travel Time	8 Minutes	6 Minutes	14 Minutes	11 Minutes	11 Minutes	10.0 Minutes

Table C – Westbound Broadway Travel Times (p.m. period)

Run	Run #1	Run #2	Run #3	Run #4	Run #5	Average
Travel Time	10 Minutes	11 Minutes	13 Minutes	10 Minutes	10 Minutes	10.8 Minutes

Table D – Eastbound Broadway Travel Times (p.m. period)

Run	Run #1	Run #2	Run #3	Run #4	Run #5	Average
Travel Time	12 Minutes	15 Minutes	10 Minutes	10 Minutes	8 Minutes	11 Minutes

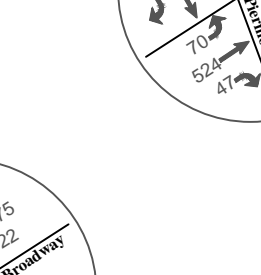
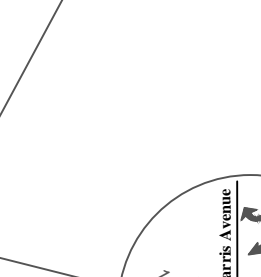
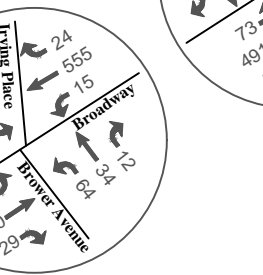
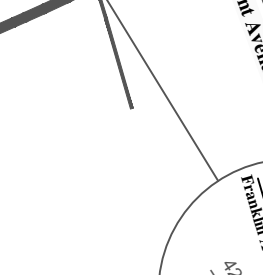
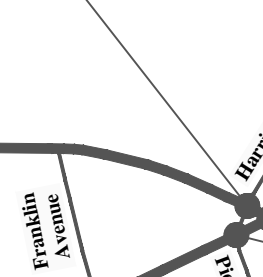
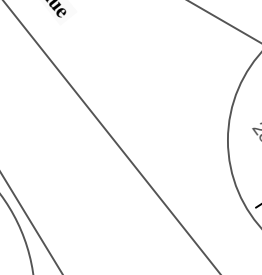
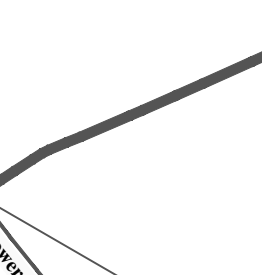
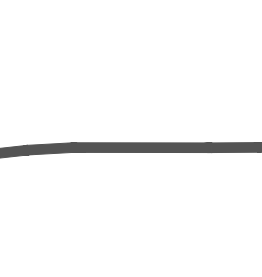
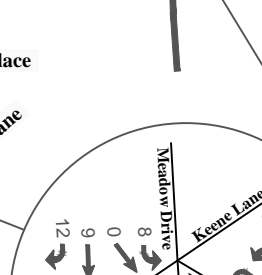
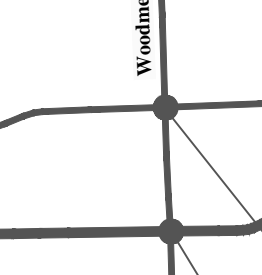
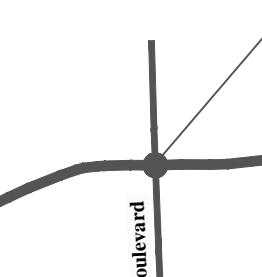
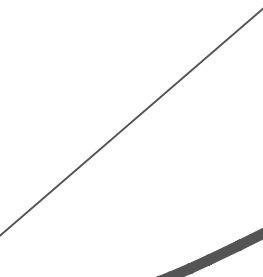
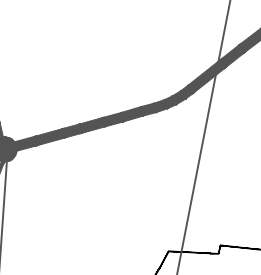
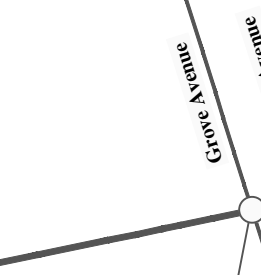
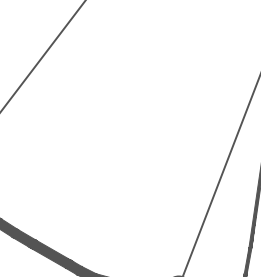
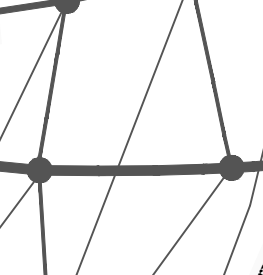
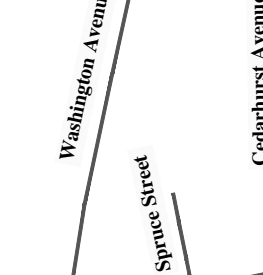
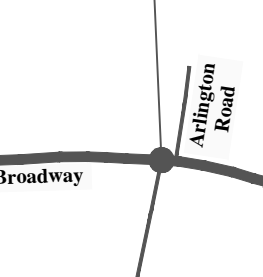
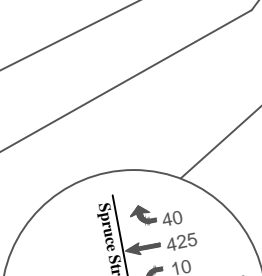
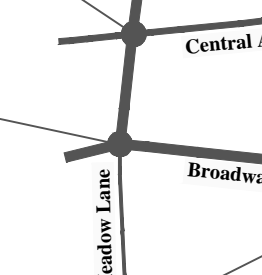
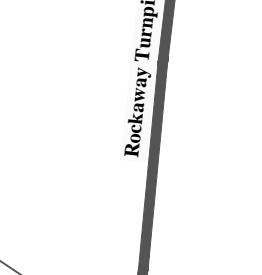
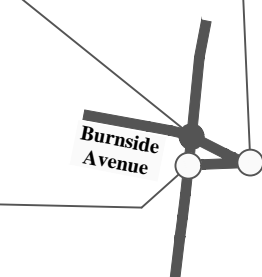
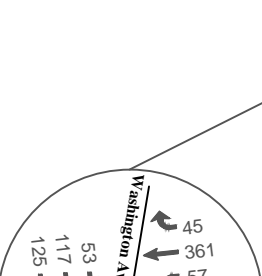
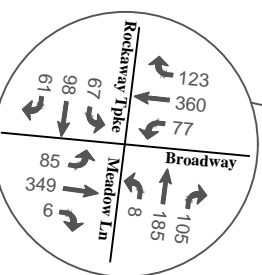
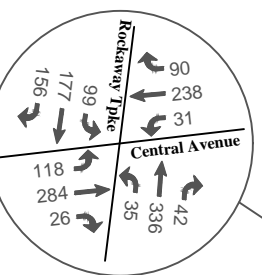
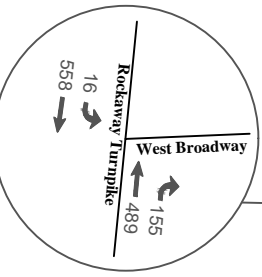
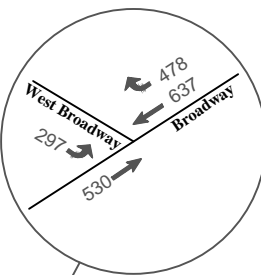
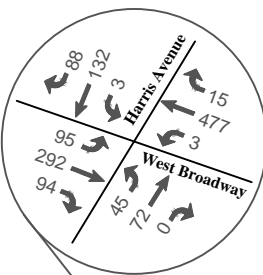
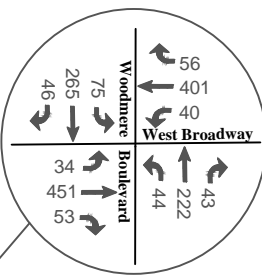
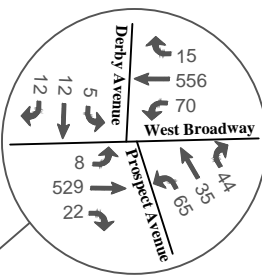
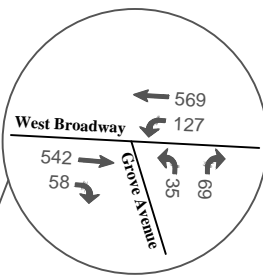
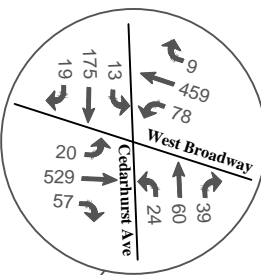
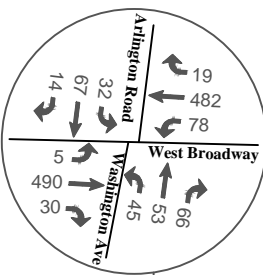
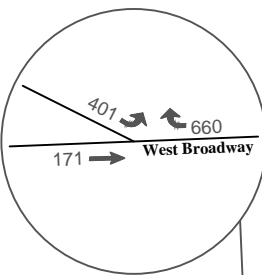
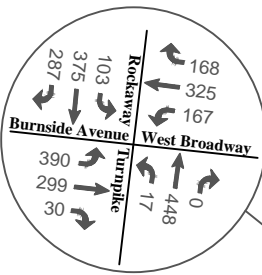
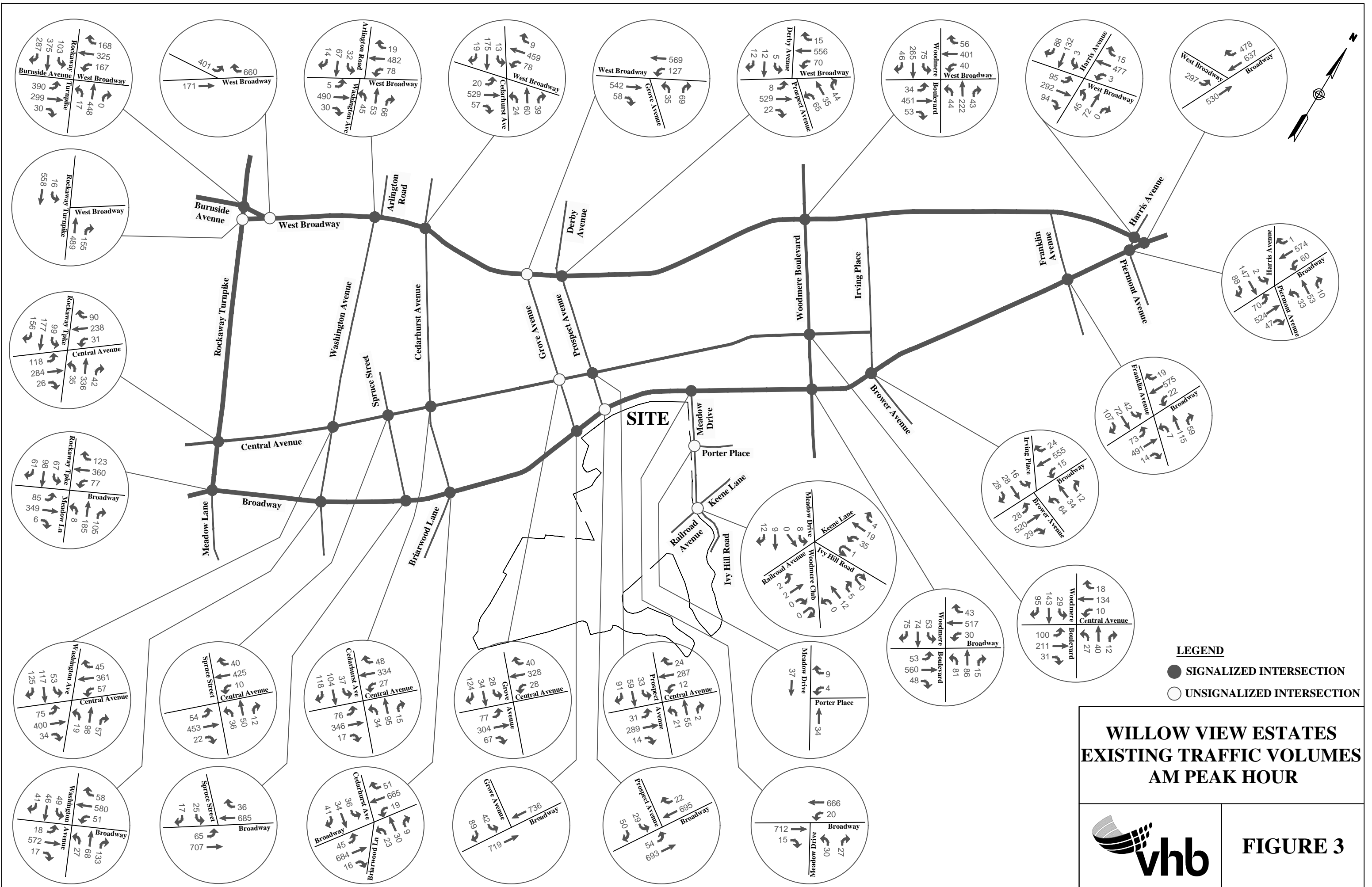
As depicted in Tables A through D, the corridor experiences a level of delay that is consistent with the series of signalized intersections that a vehicle will traverse. It is important to note that, while some congestion exists that is to be expected, the travel time in either the eastbound or westbound directions do not extend as long as 30 minutes to 1 hour, as indicated during the public scoping for the application.

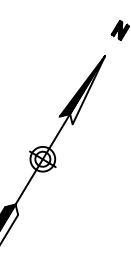
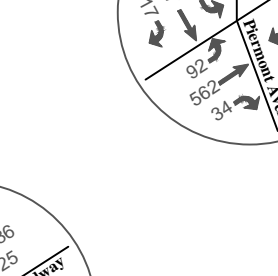
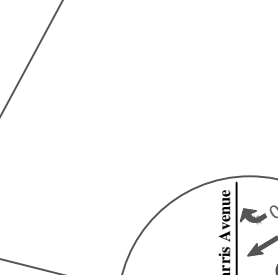
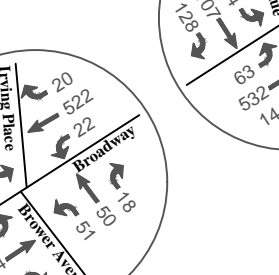
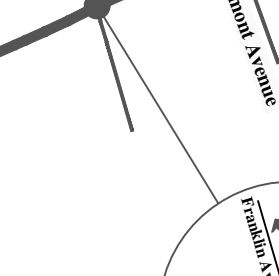
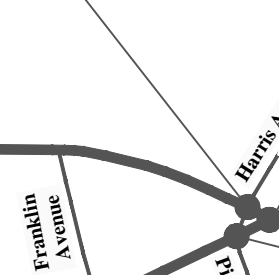
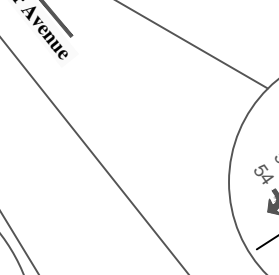
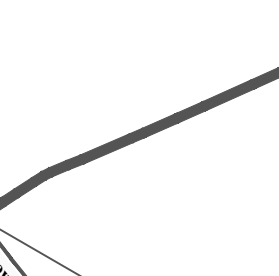
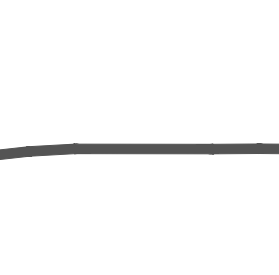
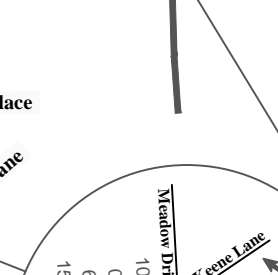
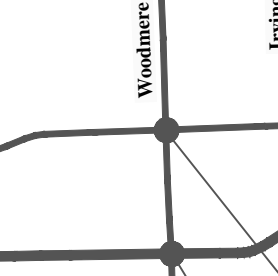
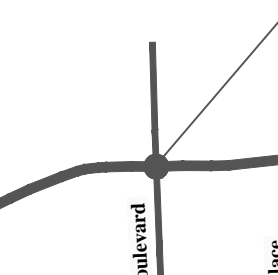
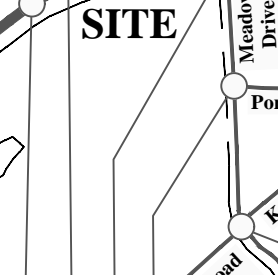
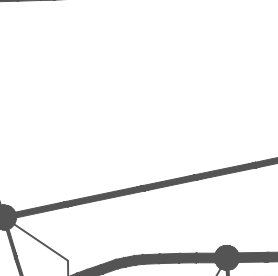
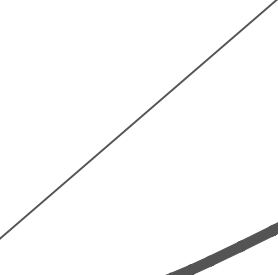
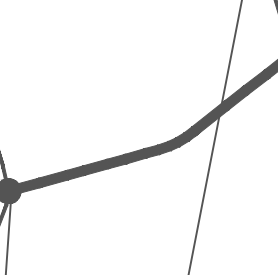
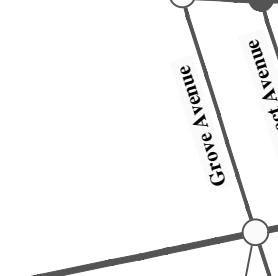
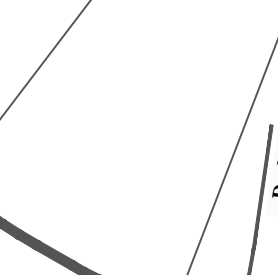
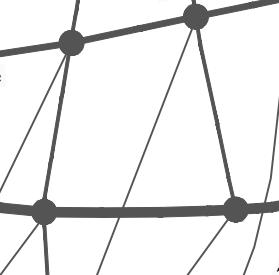
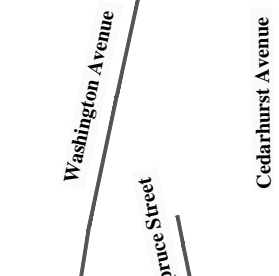
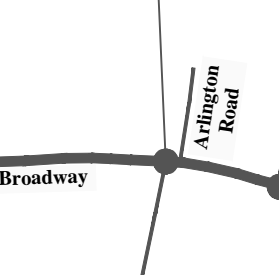
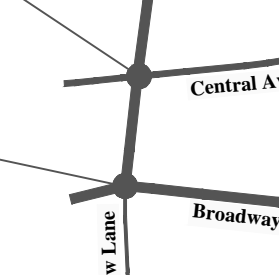
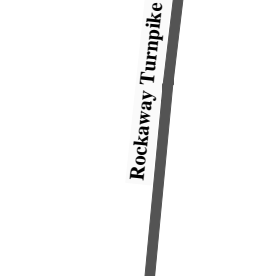
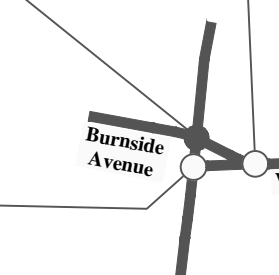
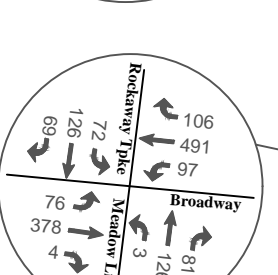
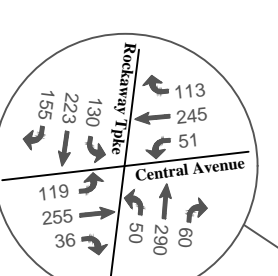
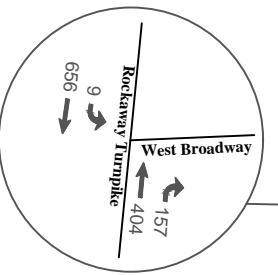
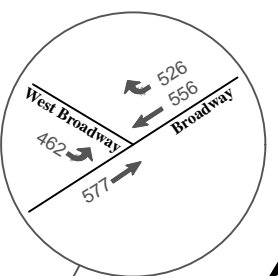
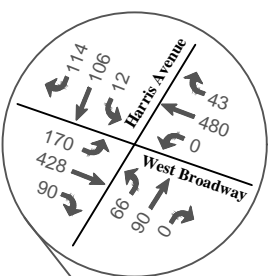
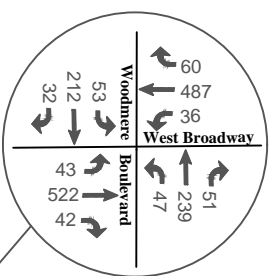
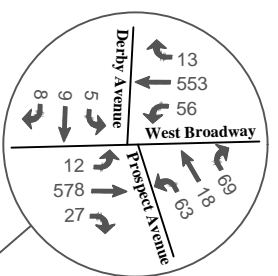
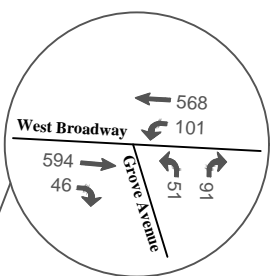
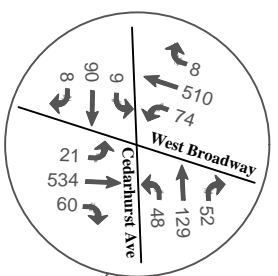
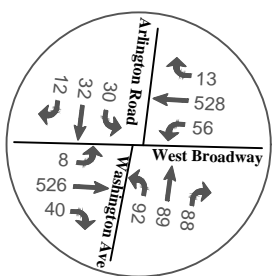
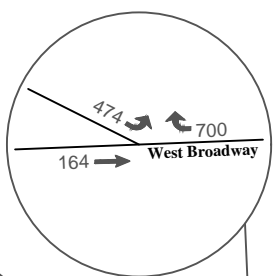
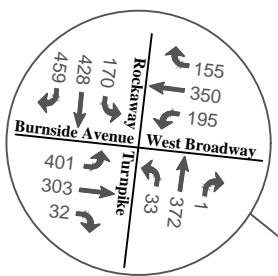
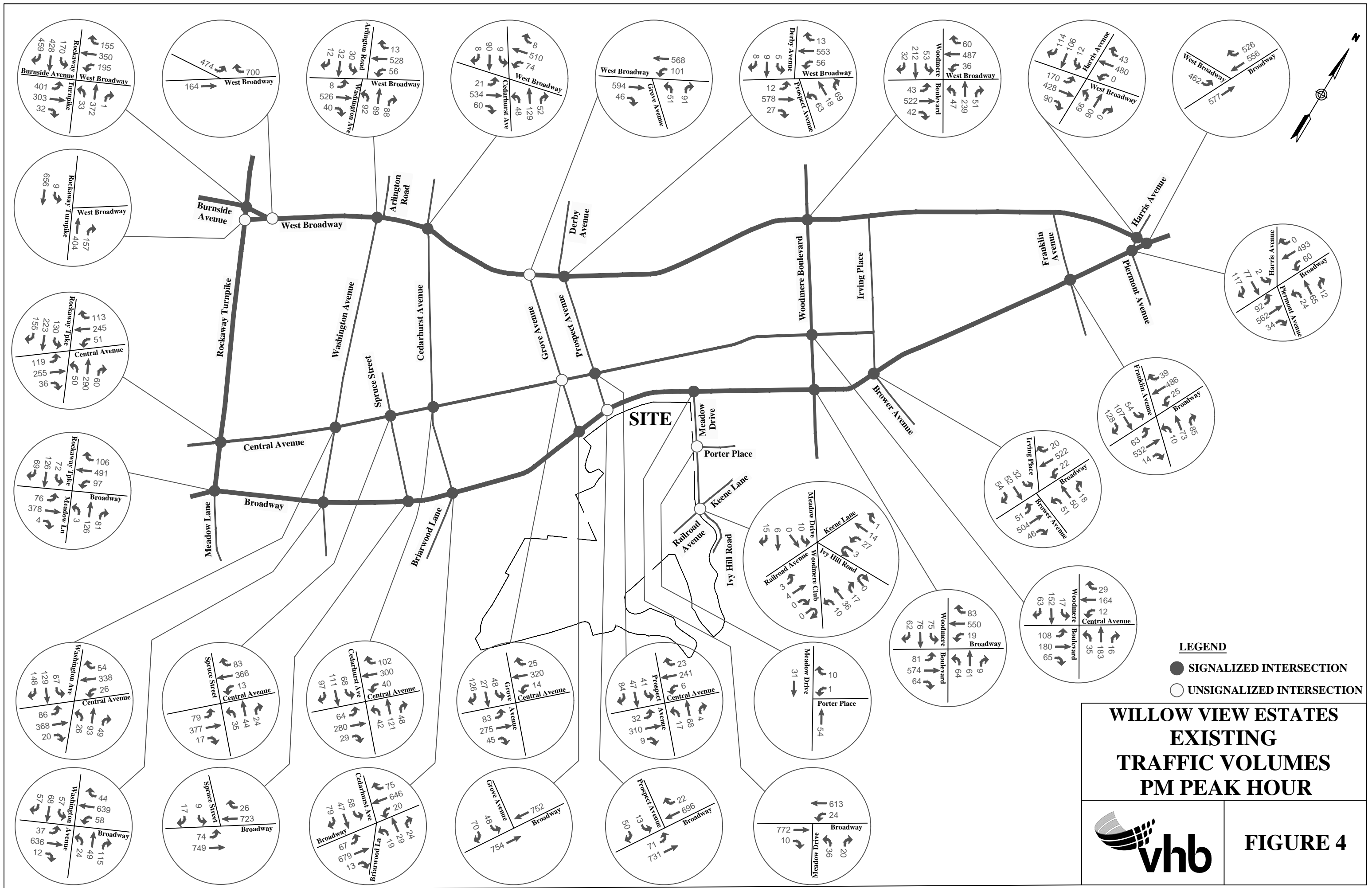
Automatic Traffic Recorders

To gain a more thorough understanding of traffic conditions in the area throughout the day, 24-hour traffic volumes in both directions on key roadways were obtained using Automatic Traffic Recorders (ATR). ATRs were installed for a period of 7 days from May 18, 2018 to May 25, 2018 at the following locations:

1. Broadway 235' north of Prospect Avenue
2. Meadow Drive 125' south of Broadway

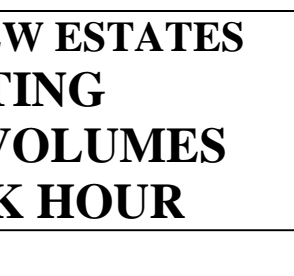
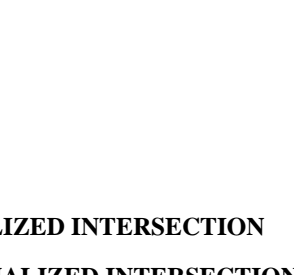
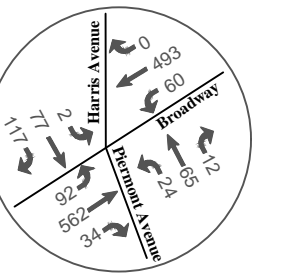
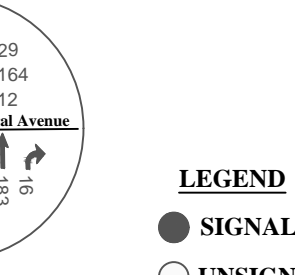
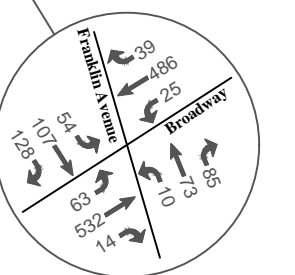
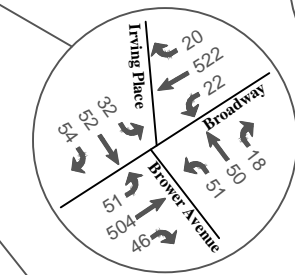
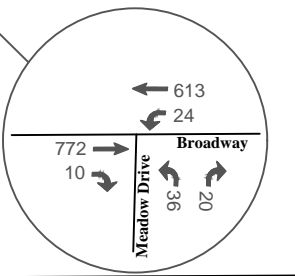
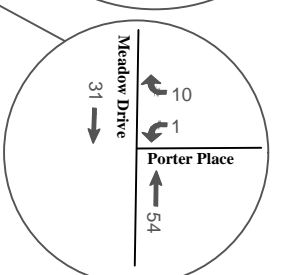
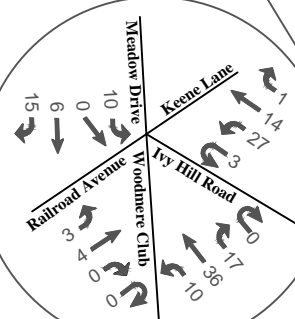
Summaries of the turning movement counts and ATR data are provided in Appendix A.

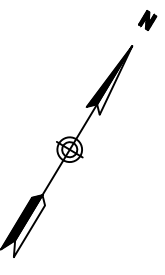
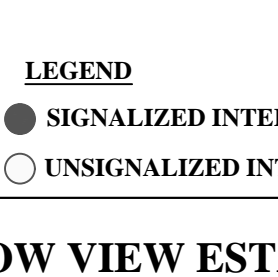
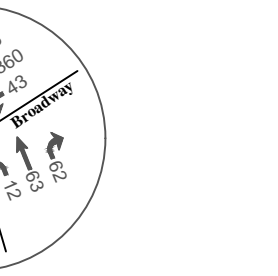
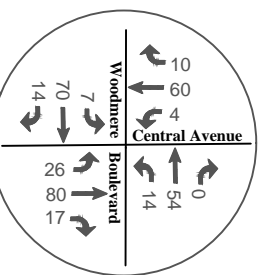
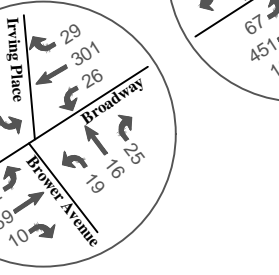
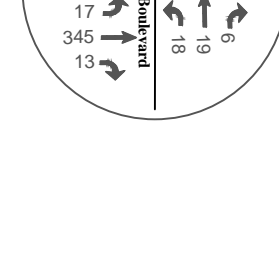
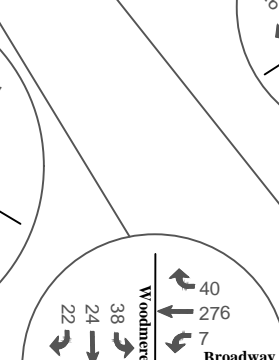
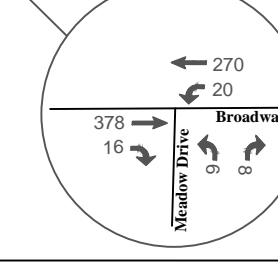
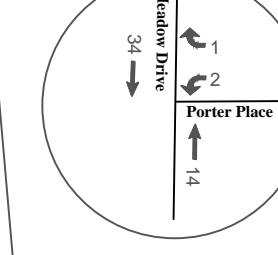
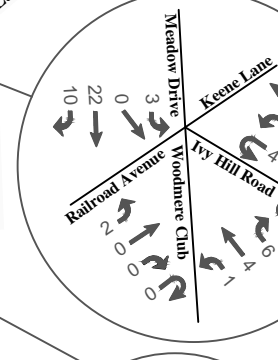
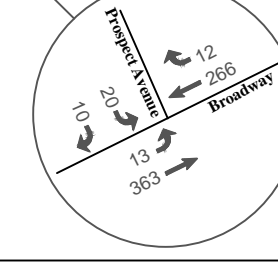
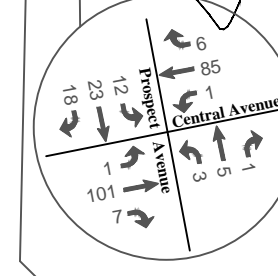
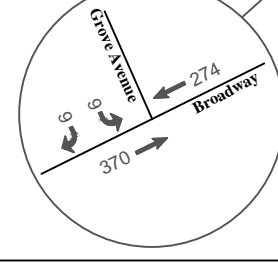
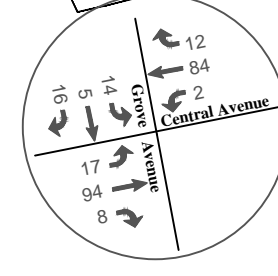
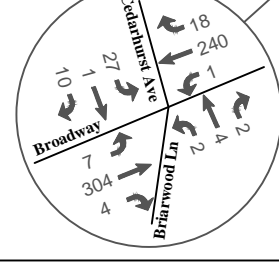
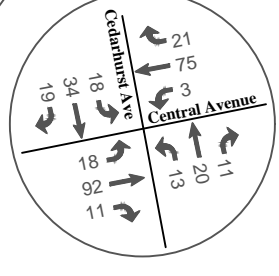
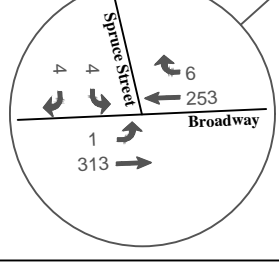
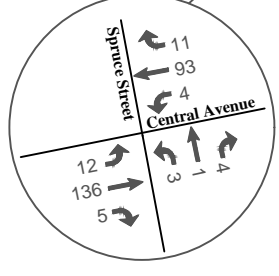
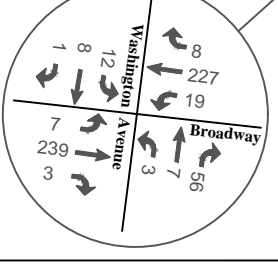
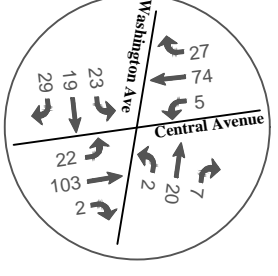
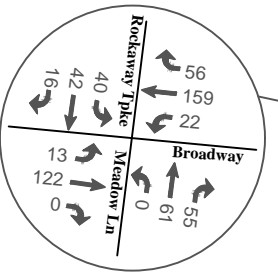
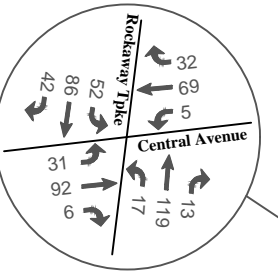
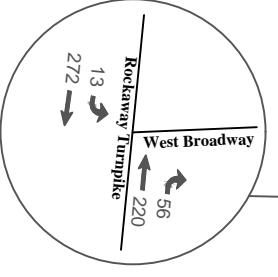
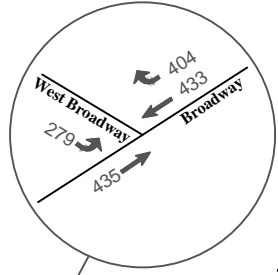
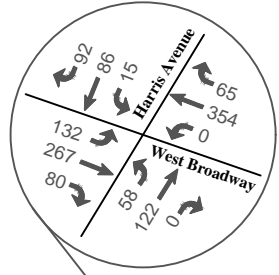
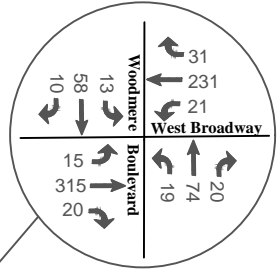
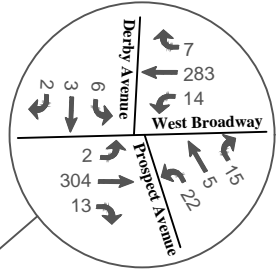
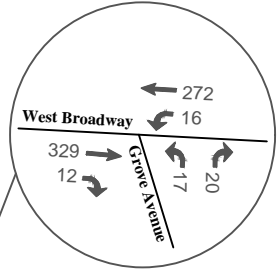
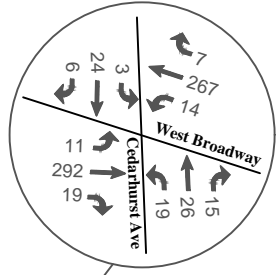
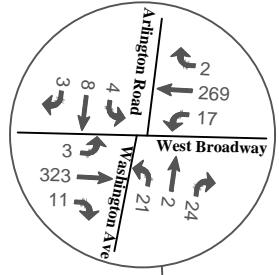
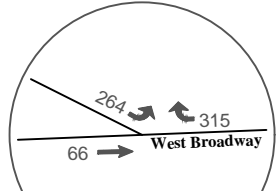
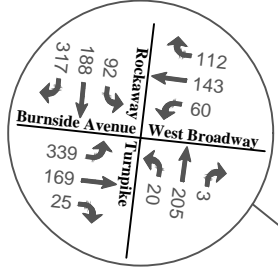
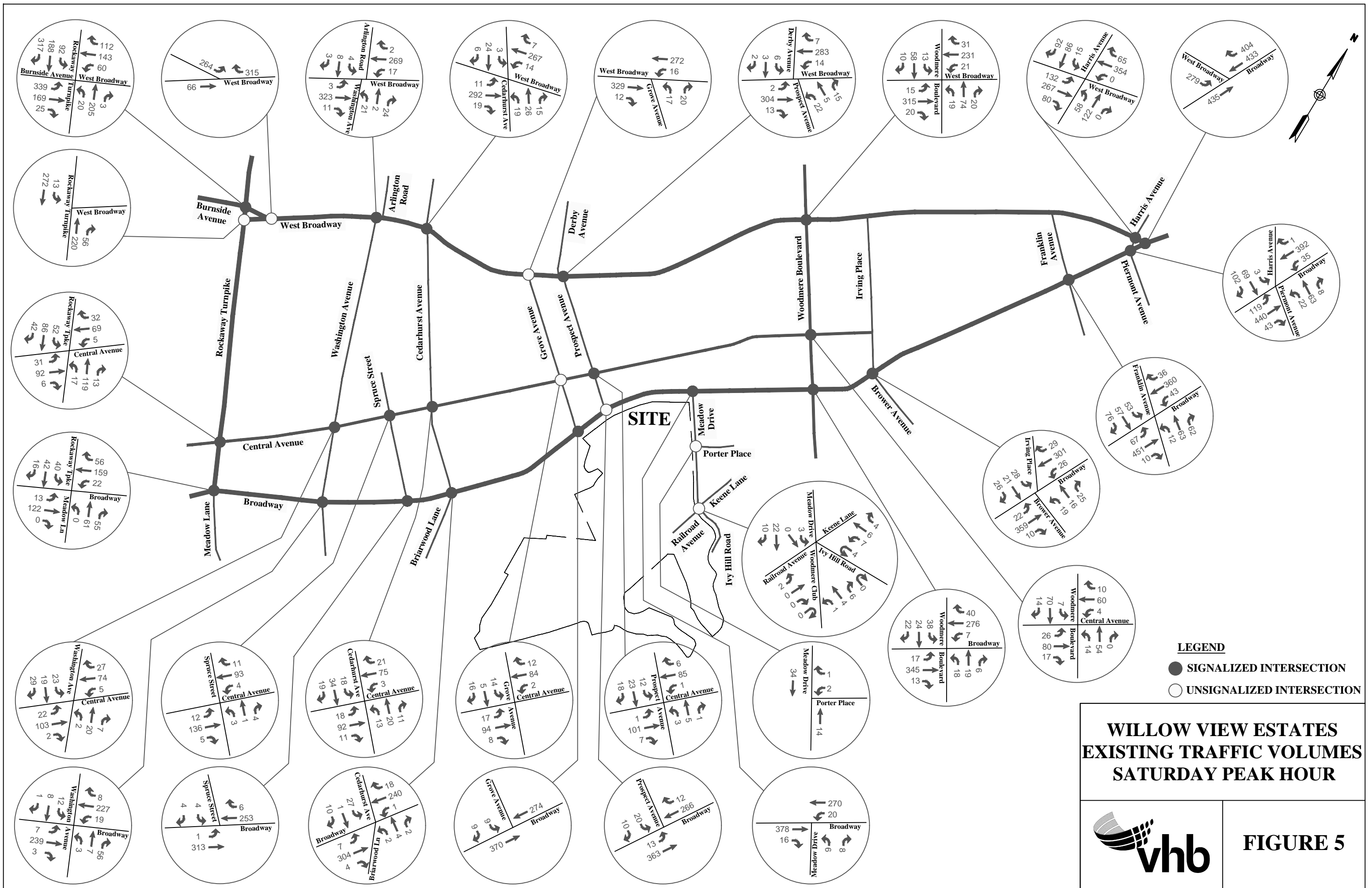


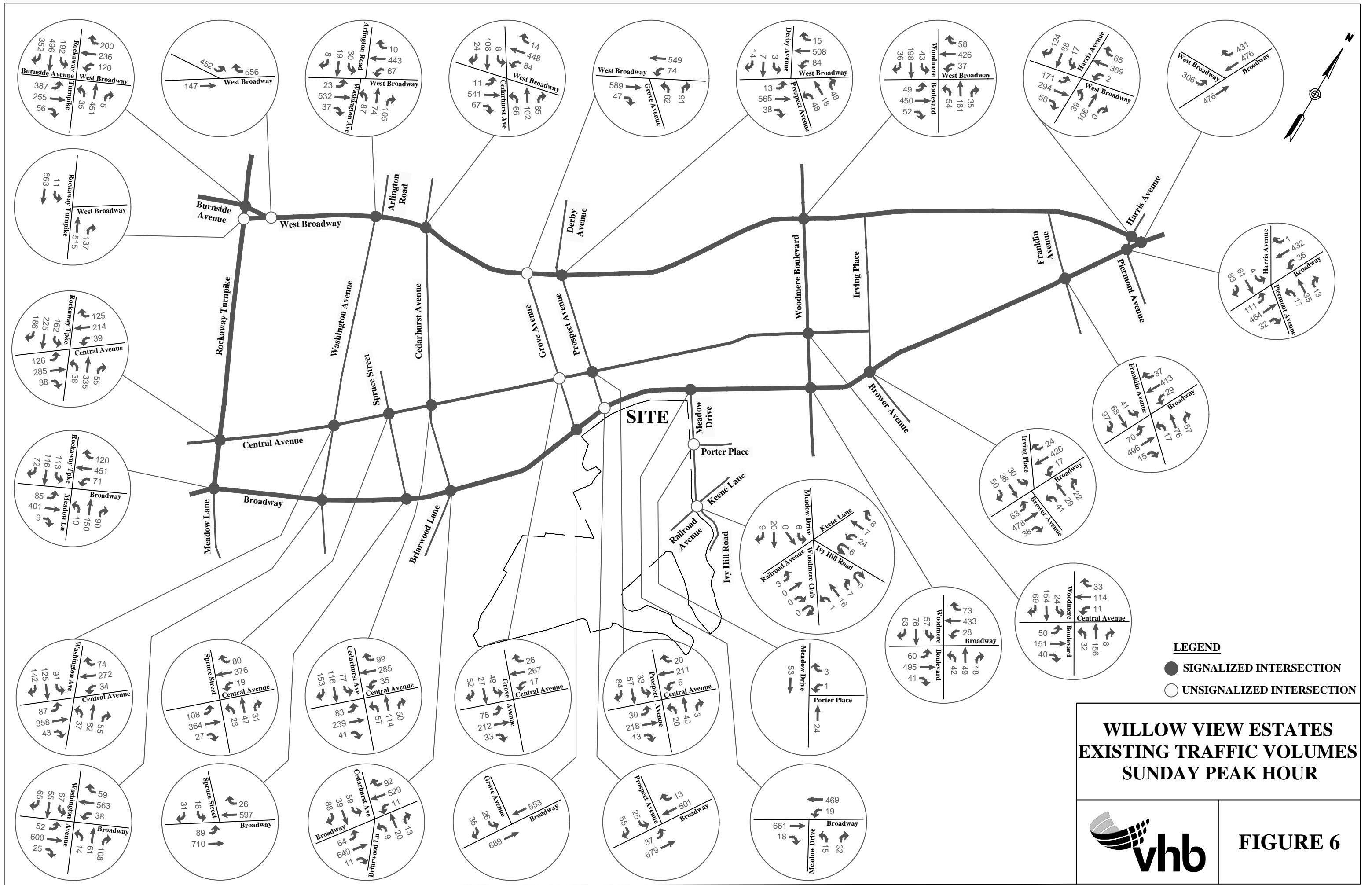


SITE

Meadow Drive
Porter Place
Keene Lane
Railroad Avenue
Ivy Hill Road







Accident History

Accident data from NYSDOT Accident Location Information System (ALIS) records for the most recent available three-year period was requested. Accident Verbal Description Reports (VDRs) for the period January 1, 2016 through December 31, 2018 were obtained for the following roadway segments:

- Broadway - From Rockaway Turnpike/Meadow Lane and Harris Avenue/Piermont Avenue (the segment includes eleven study intersections)
- Central Avenue – From Rockaway Turnpike to Irving Place (the segment includes six study intersections)
- W. Broadway – From Rockaway Turnpike to Harris Avenue – (the segment includes seven study intersections)
- Meadow Drive – From Broadway to Railroad Avenue/Keene Lane

Detailed accident data can be found in Appendix E.

Tables 1 and 2 on the following pages provide a summary of the most recent history of the intersection and non-intersection accidents.



Table 1 – Intersection Accident Data Summary (1 of 3)

Intersection	Accident Severity				Total	Accident Type														
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Run Off The Road	Other	
Intersection of Meadow Drive and Railroad Avenue/Keene Lane (Stop Controlled)	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
Intersection of Meadow Drive and Porter Place (Stop Controlled)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Intersection of Meadow Drive and Broadway (Signalized)	0	1	2	2	5	4	0	0	0	0	0	0	0	0	1	0	0	0	0	
Intersection of Broadway and Rockaway Turnpike/Meadow Lane (Signalized)	0	7	6	5	18	6	2	3	3	0	0	1	0	0	2	0	0	0	1	
Intersection of Broadway and Washington Avenue (Signalized)	0	2	8	9	19	8	1	4	2	0	1	0	1	0	1	0	1	0	0	
Intersection of Broadway and Spruce Street (Signalized)	0	2	2	3	7	4	1	0	1	0	0	0	1	0	0	0	0	0	0	
Intersection of Broadway and Cedarhurst Avenue/Briarwood Lane (Signalized)	0	10	5	7	22	9	2	4	3	1	1	0	2	0	0	0	0	0	0	
Intersection of Broadway and Grove Avenue (Signalized)	0	2	1	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	
Intersection of Broadway and Prospect Avenue (Stop Controlled)	0	1	3	1	5	1	0	2	2	0	0	0	0	0	0	0	0	0	0	
Intersection of Broadway and Woodmere Boulevard (Signalized)	0	6	7	7	20	9	1	3	2	0	2	0	0	1	1	1	0	0	0	
Intersection of Broadway and Brower Avenue/Irving Place (Signalized)	0	4	10	8	22	5	1	2	1	0	0	0	1	2	0	9	0	0	1	
Intersection of Broadway and Franklin Avenue (Signalized)	0	2	3	6	11	4	3	0	0	0	0	0	0	0	3	1	0	0	0	
Intersection of Broadway and Piermont Avenue (Signalized)	0	12	20	21	53	6	21	7	4	0	2	0	3	1	0	5	3	0	1	

Table 1 – Intersection Accident Data Summary (2 of 3)

Intersection	Accident Severity				Total	Accident Type													
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Run Off The Road	Other
Intersection of Broadway and W. Broadway (Signalized)	0	5	20	19	44	10	24	3	0	0	1	1	0	0	1	3	1	0	0
Intersection of W. Broadway and Harris Avenue (Signalized)	0	7	11	21	39	10	11	5	2	0	1	1	1	3	0	0	5	0	0
Intersection of Rockaway Turnpike and Central Avenue (Signalized)	0	4	21	33	58	16	19	5	3	1	1	0	5	1	0	5	1	0	1
Intersection of Central Avenue and Washington Avenue (Signalized)	0	5	7	7	19	2	2	3	2	0	1	0	1	5	0	3	0	0	0
Intersection of Central Avenue and Spruce Street (Signalized)	0	4	3	12	19	4	4	0	0	0	0	1	2	0	7	0	0	0	1
Intersection of Central Avenue and Cedarhurst Avenue (Signalized)	0	9	8	16	33	8	5	1	1	0	0	0	6	1	11	0	0	0	0
Intersection of Central Avenue and Grove Avenue (Stop Controlled)	0	4	5	5	14	4	1	6	1	0	0	0	0	0	2	0	0	0	0
Intersection of Central Avenue and Prospect Avenue (Signalized)	0	2	4	4	10	1	3	2	0	0	0	0	0	1	3	0	0	0	0
Intersection of Central Avenue and Woodmere Boulevard (Signalized)	0	3	2	5	10	2	2	5	0	0	0	0	1	0	0	0	0	0	0
Intersection of Central Avenue and Irving Place (Stop Controlled)	0	4	8	6	18	2	1	8	1	0	0	0	1	0	5	0	0	0	0
Intersection of Rockaway Turnpike and Eastbound W. Broadway (Unsignalized)	0	2	2	5	9	2	1	1	2	0	1	0	1	0	1	0	0	0	0
Intersection of Rockaway Turnpike and W. Broadway (Signalized)	0	18	33	49	100	21	43	8	5	1	4	1	2	2	0	8	1	1	3

Table 1 – Intersection Accident Data Summary (3 of 3)

Intersection	Accident Severity				Total	Accident Type													
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Run Off The Road	Other
Intersection of Eastbound W. Broadway and W. Broadway (Stop Controlled)	0	2	1	2	5	1	1	0	0	0	0	0	1	0	0	1	0	1	0
Intersection of W. Broadway and Washington Avenue/Arlington Road (Signalized)	0	3	3	7	13	8	1	1	0	0	1	0	0	0	1	0	0	0	1
Intersection of W. Broadway and Cedarhurst Avenue (Signalized)	0	9	4	7	20	3	2	3	4	1	2	1	3	1	0	0	0	0	0
Intersection of W. Broadway and Grove Avenue (Stop Controlled)	0	0	3	2	5	0	2	2	0	0	0	0	1	0	0	0	0	0	0
Intersection of W. Broadway and Prospect Avenue/Derby Avenue (Signalized)	0	3	1	4	8	3	0	1	2	0	0	0	0	1	1	0	0	0	0
Intersection of W. Broadway and Woodmere Boulevard (Signalized)	0	7	7	8	22	10	2	8	0	0	0	0	0	0	1	0	0	0	1

As shown in Table 1 at any of the study intersections, there were no fatalities. The accident types that occurred with the two highest frequencies are rear-end (26.3%) and overtaking (24.7%). The relative high incident rates for these two accident types is not unusual for a study area with a large number of signalized intersections in a developed area.

The apparent factors of the two predominant accident types were further examined to see if a pattern could be established such that a viable form of remediation could be proposed to reduce the incidence. Of the rear end accidents reported 71.1% had 'following too closely' as an apparent factor. Of the reported overtaking collisions, 42.9% had 'passing or lane usage improperly' and 16.0% had 'failure to yield right of way' as an apparent factor. These apparent factors are consistent with those normally seen on highly traveled roadways and are primarily the result of driver error.

It should also be noted that there were numerous parked vehicle accidents in the vicinity of the study intersections. This study area is a mix of residential and commercial uses that permit on-street parking, therefore it is not unusual that there is a pattern of parked vehicle accidents.

The below section presents additional detail regarding the accident history at four study intersections with the highest level of accident occurrence.

At the study intersection of Rockaway Turnpike and Burnside Avenue/W.

Broadway, a total of 100 accidents were reported to have occurred during the 3-year study period. The accident type that occurred with the highest frequency was overtaking (43 accidents – 43%). The apparent factors for this accident type were further examined to see if a possible pattern could be established. Of the 43 reported accidents, 16 of them (37.2%) had ‘passing or lane usage improperly’ as a contributing factor. It should also be noted that 21 of the 43 accidents (48.8%) occurred on the eastbound approach of the intersection. The eastbound approach consists of an exclusive left-turn lane, a shared left-turn/through lane and a shared through/right-turn lane. The pavement markings are faded and there are no lane designation signs which may cause confusion for motorists as they are navigating through this intersection.

At the study intersection of Rockaway Turnpike and Central Avenue, a total of 58 accidents were reported to have occurred during the 3-year study period. The accident types that occurred with the highest frequency were overtaking (19 accidents – 32.8%) and rear end (16 accidents – 27.6%). The apparent factors for these accident types were further examined to see if a possible pattern could be established. Of the 19 reported overtaking accidents, 13 of them (68.4%) had ‘passing or lane usage improperly’ as an apparent factor. The accidents occurred on each of the approaches to the intersection. Each approach has an exclusive left-turn lane that is 10-feet wide and a shared right-turn/through lane that is 9-feet wide and there is on-street parking in the vicinity of the intersection which may make it difficult for motorists to navigate through the intersection and change lanes as necessary. Of the 16 reported rear end accidents, 11 of them (68.8%) had ‘following too closely’ as an apparent factor. Only 2 of them (12.5%) occurred on wet pavement.

At the study intersection of Broadway and Piermont Avenue, a total of 57 accidents were reported to have occurred during the 3-year study period. The accident type that occurred with the highest frequency was overtaking (25 accidents – 43.9%). The apparent factors for this accident type were further examined to see if a possible pattern could be established. Of the 25 accidents, 11 (44.0%) had ‘passing or lane usage improperly’ as an apparent factor. It should also be noted that 9 accidents (36.0%) occurred on the northbound approach to the intersection that has a shared left-turn/through/right-turn lane.

At the study intersection of Broadway and W. Broadway, a total of 40 accidents were reported to have occurred during the 3-year study period. The accident type that occurred with the highest frequency was overtaking (20 accidents – 50.0%). The apparent factors for this accident type were further examined to see if a possible pattern could be established. Of the 20 accidents, 10 (50.0%) had ‘passing or lane usage improperly’ as an apparent factor.



Table 2 – Non-Intersection Accident Data Summary (1 of 3)

Segment	Accident Severity				Total	Accident Type															
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Run Off The Road	Animal	Other	Unknown
Segment of Meadow Drive from Railroad Avenue/Keene Lane to Porter Place	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Segment of Meadow Drive from Porter Place to Broadway	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Segment of Broadway from Rockaway Turnpike/Meadow Lane to Washington Avenue	0	8	7	5	20	7	0	1	0	1	1	0	1	4	1	3	0	0	0	1	0
Segment of Broadway from Washington Avenue to Spruce Street	0	3	8	8	19	10	2	1	0	0	1	0	1	0	0	4	0	0	0	0	0
Segment of Broadway from Spruce Street to Cedarhurst Avenue/Briarwood Lane	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Segment of Broadway from Cedarhurst Avenue/Briarwood Lane to Grove Avenue	0	7	9	12	28	19	3	1	2	0	1	0	1	0	1	0	0	0	0	0	0
Segment of Broadway from Grove Avenue to Prospect Avenue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Segment of Broadway from Prospect Avenue to Meadow Drive	0	3	3	2	8	3	1	1	0	0	2	0	0	0	1	0	0	0	0	0	0
Segment of Broadway from Meadow Drive to Woodmere Boulevard	0	8	10	6	24	12	2	3	1	0	0	0	1	0	0	4	0	1	0	0	0
Segment of Broadway from Woodmere Boulevard to Brower Avenue/Irving Place	0	5	5	16	26	4	2	3	1	2	0	0	4	1	0	6	3	0	0	0	0



Table 2 – Non-Intersection Accident Data Summary (2 of 3)

Segment	Accident Severity				Total	Accident Type															
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Run Off The Road	Animal	Other	Unknown
Segment of Broadway from Brower Avenue/Irving Place to Franklin Avenue	0	30	67	67	164	28	13	15	3	1	1	0	10	8	1	76	4	0	0	4	0
Segment of Broadway from Franklin Avenue to Piermont Avenue	0	7	20	13	40	7	3	7	2	1	1	0	0	2	0	16	0	0	0	1	0
Segment of Central Avenue from Rockaway Turnpike to Washington Avenue	0	6	11	23	40	8	3	3	0	0	0	0	2	2	2	15	4	1	0	0	0
Segment of Central Avenue from Washington Avenue to Spruce Street	0	2	7	10	19	9	0	0	0	0	0	0	0	0	1	8	1	0	0	0	0
Segment of Central Avenue from Spruce Street to Cedarhurst Avenue	0	0	4	3	7	0	1	0	0	0	0	0	0	0	0	6	0	0	0	0	0
Segment of Central Avenue from Cedarhurst Avenue to Grove Avenue	0	6	17	19	42	8	4	3	0	0	3	0	3	3	0	16	2	0	0	0	0
Segment of Central Avenue from Grove Avenue to Prospect Avenue	0	0	1	2	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0
Segment of Central Avenue from Prospect Avenue to Woodmere Boulevard	0	10	5	4	19	3	0	10	1	0	3	0	0	1	0	1	0	0	0	0	0
Segment of Central Avenue from Woodmere Boulevard to Irving Place	0	2	2	4	8	1	1	5	0	0	0	0	0	0	1	0	0	0	0	0	0
Segment of W. Broadway from Eastbound W. Broadway to Washington Avenue/Arlington Road	0	5	10	12	27	12	2	4	1	3	2	0	2	0	0	0	0	1	0	0	0

Table 2 – Non-Intersection Accident Data Summary (3 of 3)

Segment	Accident Severity				Total	Accident Type															
	Fatality	Injury	Property Damage Only	Non-Reportable		Rear End	Overtaking	Right Angle	Left Turn	Right Turn	Fixed Object	Head On	Side-Swipe	Pedestrian	Bicycle	Parked Vehicle	Backing	Run Off The Road	Animal	Other	Unknown
Segment of W. Broadway from Washington Avenue/Arlington Road to Cedarhurst Avenue	0	5	2	3	10	5	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0
Segment of W. Broadway from Cedarhurst Avenue to Grove Avenue	0	7	12	16	35	15	2	4	5	1	6	0	0	1	1	0	0	0	0	0	0
Segment of W. Broadway from Grove Avenue to Prospect Avenue/Derby Avenue	0	3	1	5	9	3	0	1	1	0	1	0	0	2	0	1	0	0	0	0	0
Segment of W. Broadway from Prospect Avenue/Derby Avenue to Woodmere Boulevard	0	14	11	19	44	18	3	7	2	0	4	0	3	0	0	4	3	0	0	0	0
Segment of W. Broadway from Woodmere Boulevard to Harris Avenue	0	38	62	65	165	62	26	18	13	4	5	1	4	5	2	21	2	0	0	2	0
Segment of Rockaway Turnpike from Broadway to Central Avenue	0	0	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0
Segment of Rockaway Turnpike from Central Avenue to W. Broadway/Burnside Avenue	0	16	18	30	64	23	8	16	3	1	2	0	1	1	1	6	2	0	0	0	0

As shown in Table 2, there were no fatalities along the roadway segments in the study area. The accident types that occurred with the two highest frequencies are rear-end (31.3%) and parked vehicles (23.3%). The relative high incident rates for these two accident types is not unusual for a study area with many signalized intersections in a developed area. The apparent factors of these two accident types were further examined to see if a possible pattern could be established.

Of the rear end accidents, 75.6% had 'following too closely' as an apparent factor. For the parked vehicle accidents, there was no one majority apparent factor that contributed to the accidents. The apparent factors included, but were not limited to,

passing or lane usage improperly and 'driver inattention.' These apparent factors are consistent with highly traveled roadways with allowable on-street parking.

Additional detail regarding the segments exhibiting the highest accident occurrence is provided below.

Along the segment of W. Broadway from Woodmere Boulevard to Harris

Avenue, a total of 165 accidents were reported to have occurred throughout the 3-year study period. The accident type with the highest frequency was rear end (62 accidents – 37.6%). Of the 62 accidents, 42 (67.7%) reported 'following too closely' as an apparent factor in the incident. This segment of W. Broadway has one travel lane in each direction and this pattern of rear end accidents is typical for this type of roadway segment. There were also 21 reported parked vehicle accidents along this segment. On-street parking is only allowed along a small section on this segment of roadway that is located in a commercial area. Of the 21 accidents, 7 (33.3%) reported 'passing or lane usage improperly' as an apparent factor in the incident. This pattern of parked vehicle accidents is typical for this type of roadway segment.

Along the segment of Broadway from Brower Avenue/Irving Place to Franklin

Avenue, a total of 164 accidents were reported to have occurred throughout the 3-year study period. The accident type with the highest frequency was parked vehicle (76 accidents – 46.3%). Along this segment of roadway, Broadway is one travel lane in each direction and on-street parking is allowed on both sides of Broadway from Brower Avenue/Irving Place to Hartwell Place, and allowed on the south side of the street from Hartwell Place to Franklin Avenue. This pattern of parked vehicles is typical for this type of roadway.

3

Future Conditions

The analysis of future conditions, without and with the proposed Willow View Estates project (“No-Build” and “Build” conditions, respectively), was performed to evaluate the effect of the proposed development on future traffic conditions in the area. Background traffic volumes in the study area were projected to the year 2022, reflecting the year when the proposed Willow View Estates project is expected to be completed and operational. The No-Build Condition represents the future traffic conditions that can be expected to occur, even if the proposed development is not constructed. The No-Build Condition serves as a comparison to the Build Condition, which represents expected future traffic conditions resulting from both project and non-project generated traffic.

No-Build Condition

No-Build traffic volumes include all existing traffic and any new traffic due background traffic growth and any other significant planned developments in the immediate vicinity of the proposed Willow View Estates project site.

Other Planned Developments

All municipal agencies with jurisdiction over the study area were contacted to determine the extents of any other planned developments in the vicinity of the proposed Willow View Estates project site that may impact the study intersections. These agencies include the Town of Hempstead, the Incorporated Village of Cedarhurst, the Incorporated Village of Woodsburgh, the Incorporated Village of Lawrence, the Nassau County Department of Public Works (NCDPW) and the Nassau County Planning Commission (NCPC).

As of the writing of this report, none of these agencies have indicated any planned projects in the vicinity of the proposed development. However, it was observed that

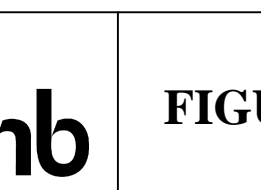
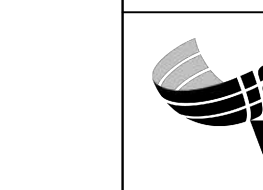
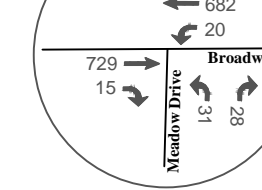
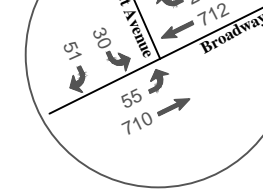
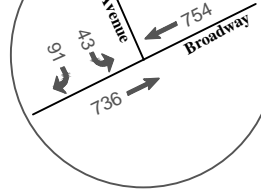
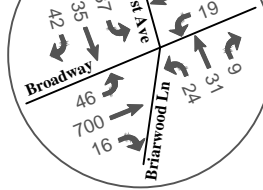
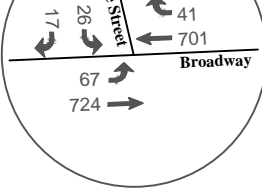
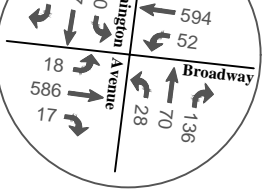
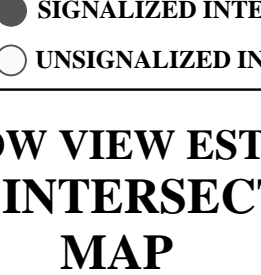
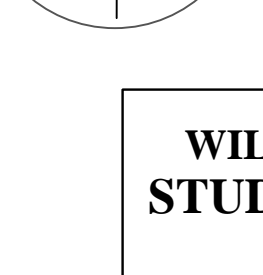
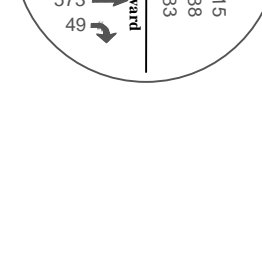
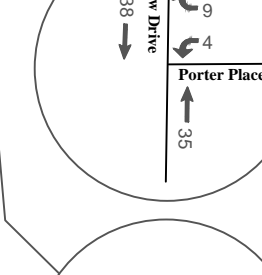
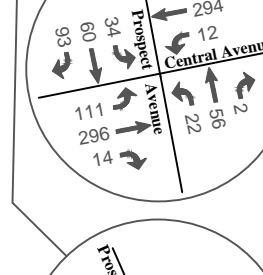
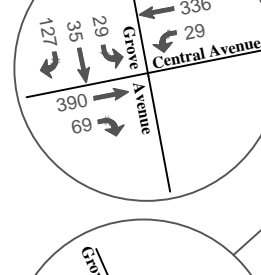
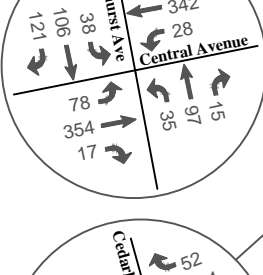
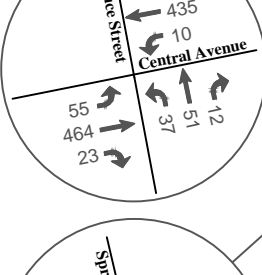
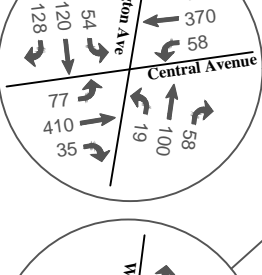
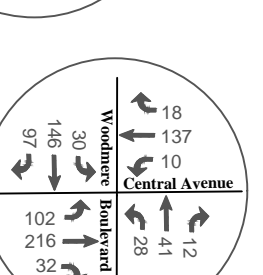
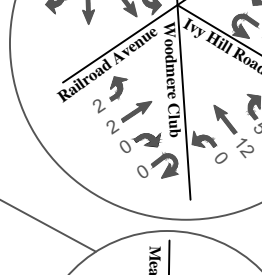
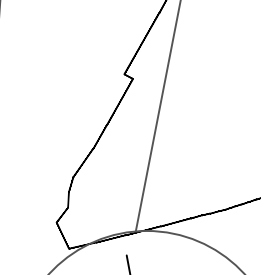
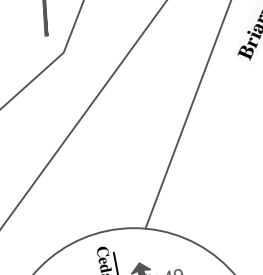
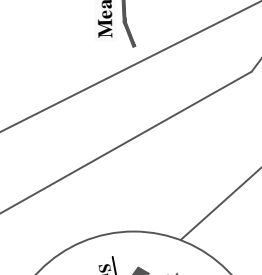
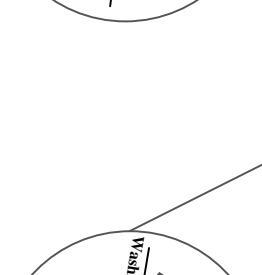
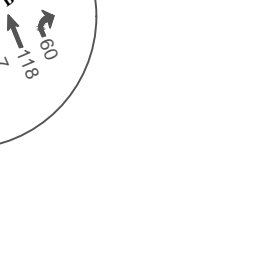
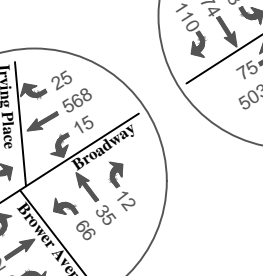
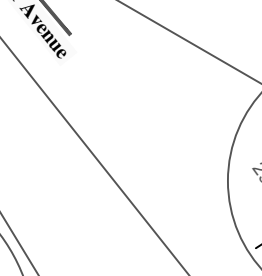
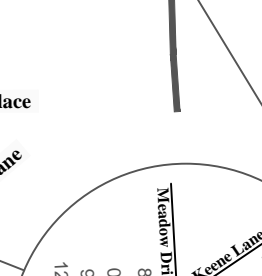
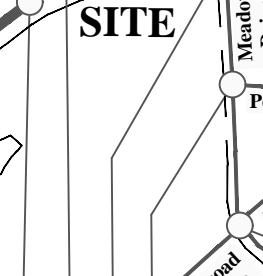
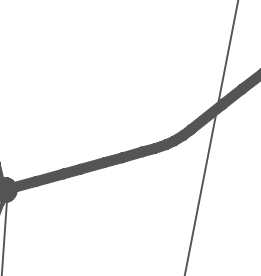
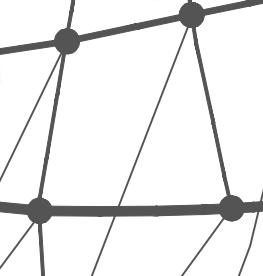
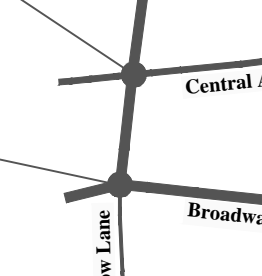
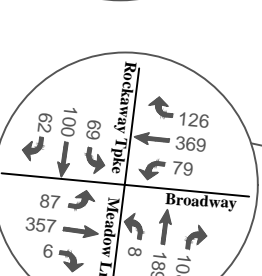
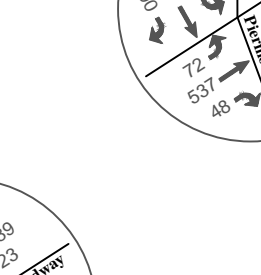
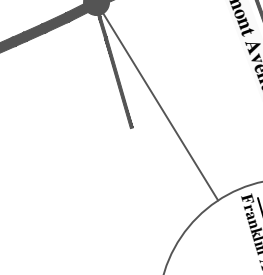
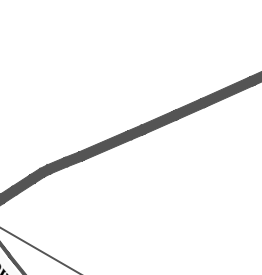
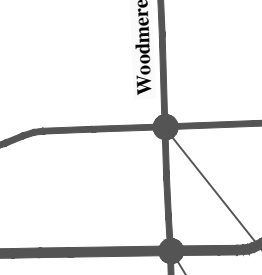
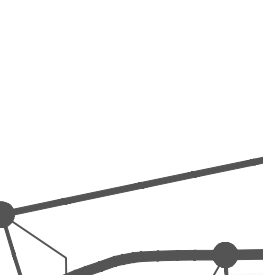
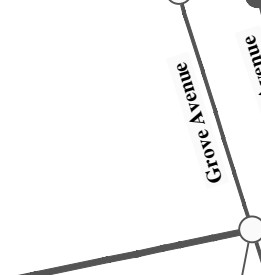
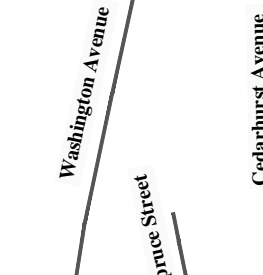
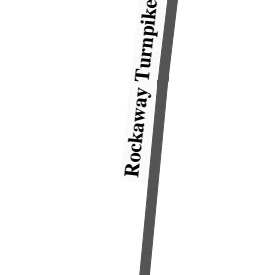
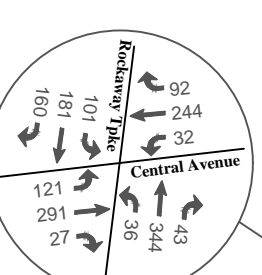
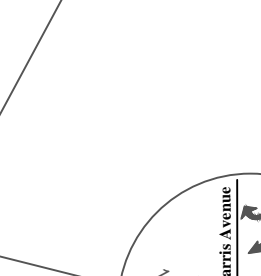
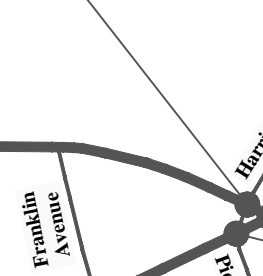
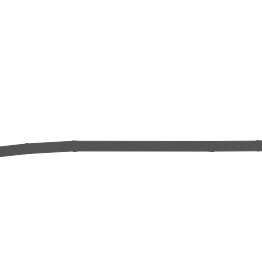
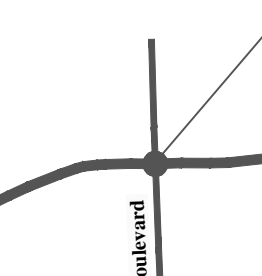
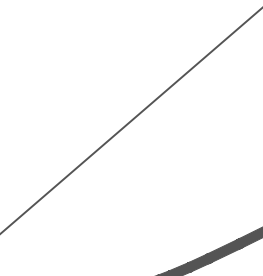
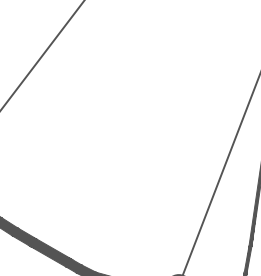
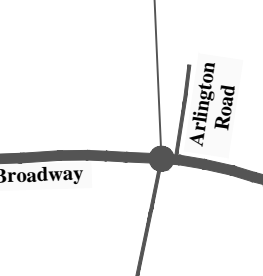
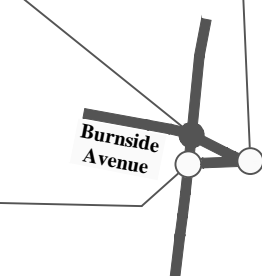
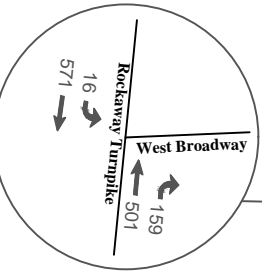
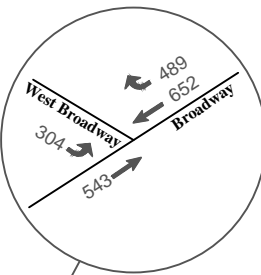
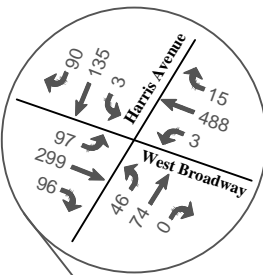
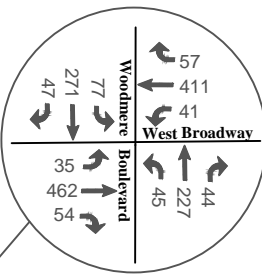
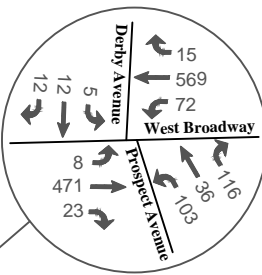
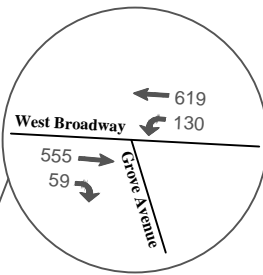
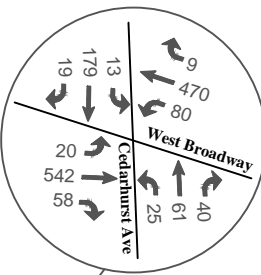
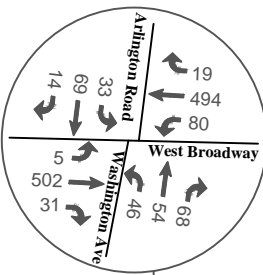
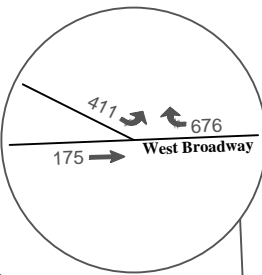
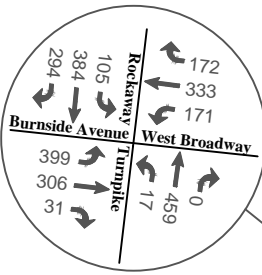
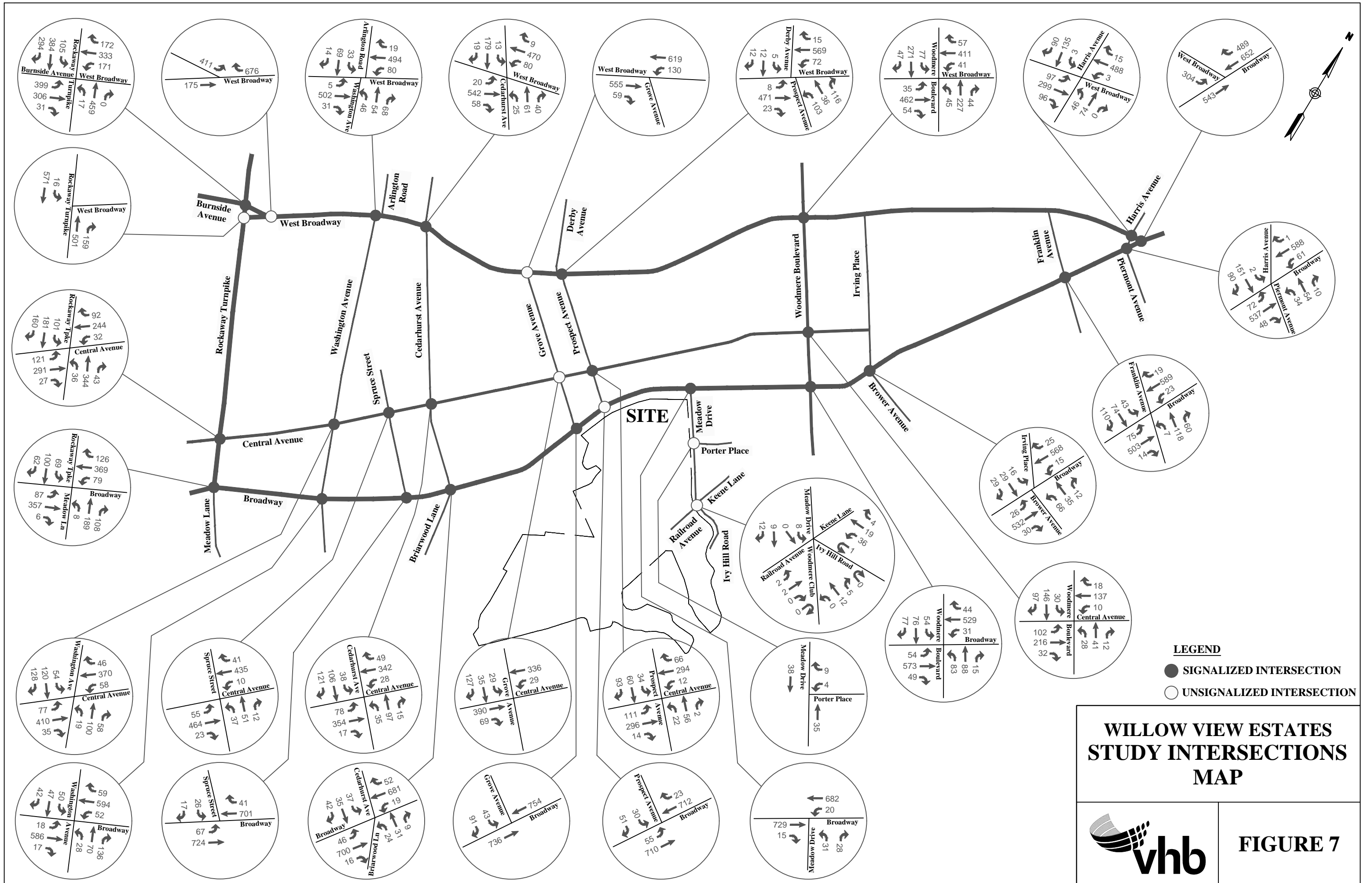
the flow of traffic on Grove Avenue in Cedarhurst has been modified in comparison with that which was in place when traffic volume data was collected (described in detail in a later part of this report). Further research indicates that, since March 11, 2019, Grove Avenue now only accommodates southbound traffic from its intersection with W. Broadway to its intersection with Broadway. To account for this, the existing traffic data collected was redistributed in the No Build condition to re-route the northbound traffic throughout the roadway network in an appropriate manner.

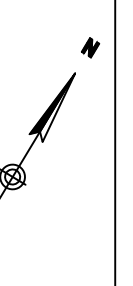
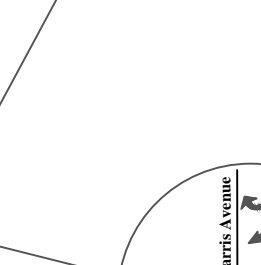
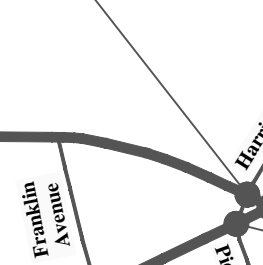
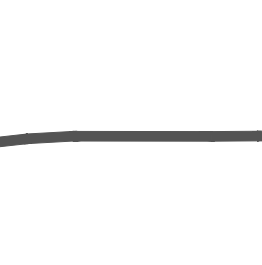
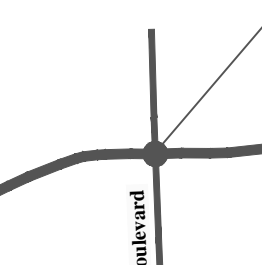
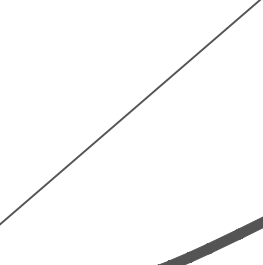
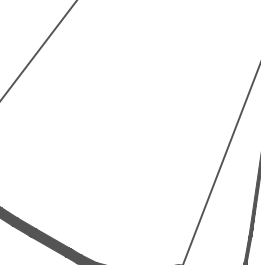
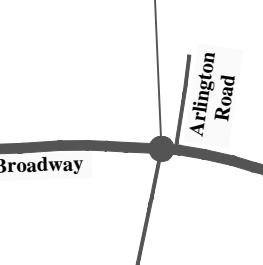
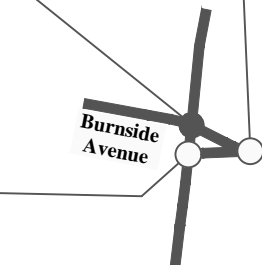
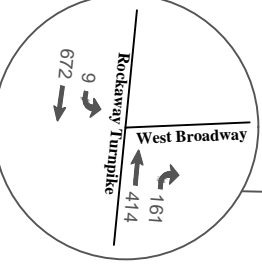
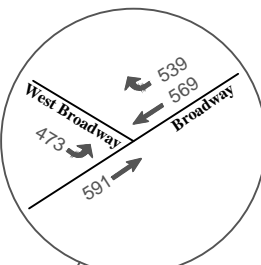
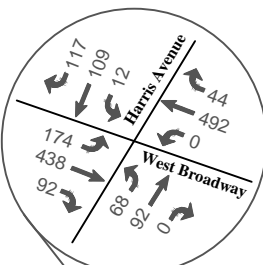
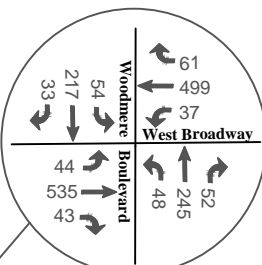
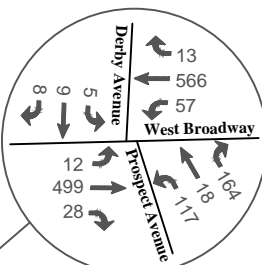
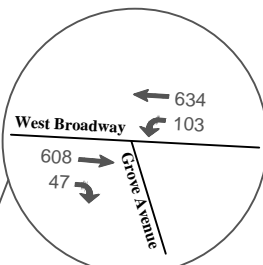
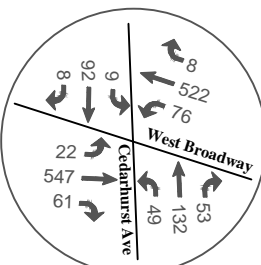
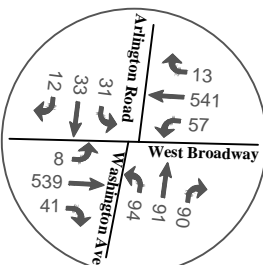
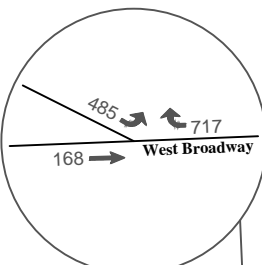
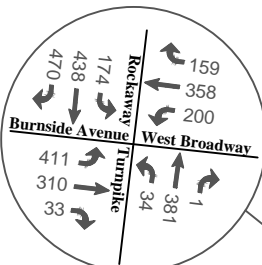
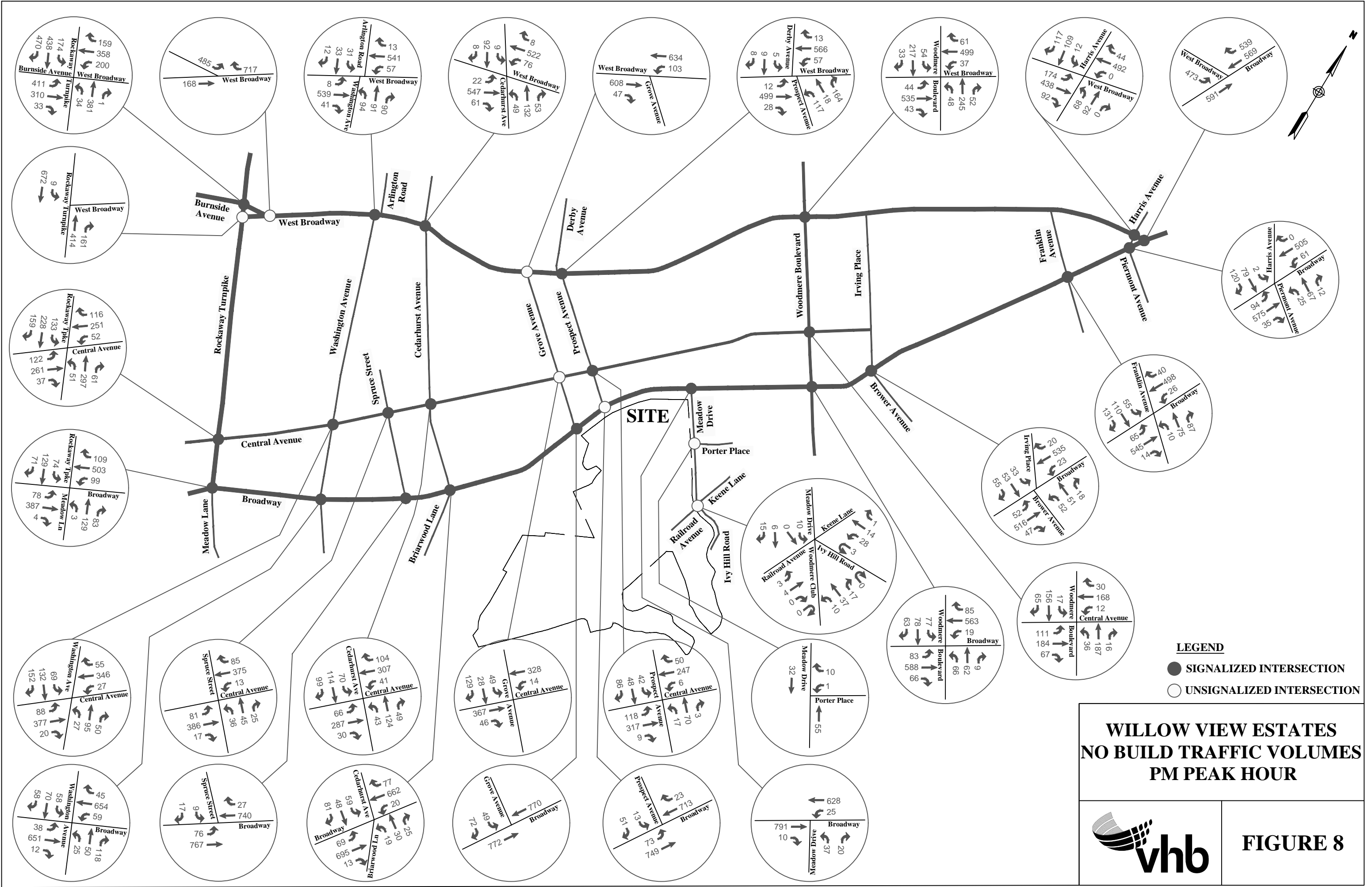
Additionally, during the public scoping for the Environmental Impact Study for the proposed action, several individuals raised questions about a proposed funeral home situated on Broadway. Despite this, no information seemed to be available about the location, size, or timing of such a development. Accordingly, this was not included as a consideration in the future condition as an other planned development.

Background Traffic Growth

To account for increases in general population and background growth not related to the proposed Willow View Estates project, an annual growth factor was applied to the existing traffic volumes. Based on the New York State Department of Transportation published data, the growth rate anticipated for the Town of Hempstead, including the Village of Woodmere and the Incorporated Villages of Woodsburgh and Lawrence is 0.6% percent per year. Thus a total growth rate of 2.4% percent was applied to the existing traffic data to develop the background traffic based on the anticipated Build year of 2022.

The 2022 No-Build traffic volumes are shown in Figures 7, 8, 9, and 10 for the weekday a.m., weekday p.m., Saturday midday, and Sunday midday peak hours, respectively.





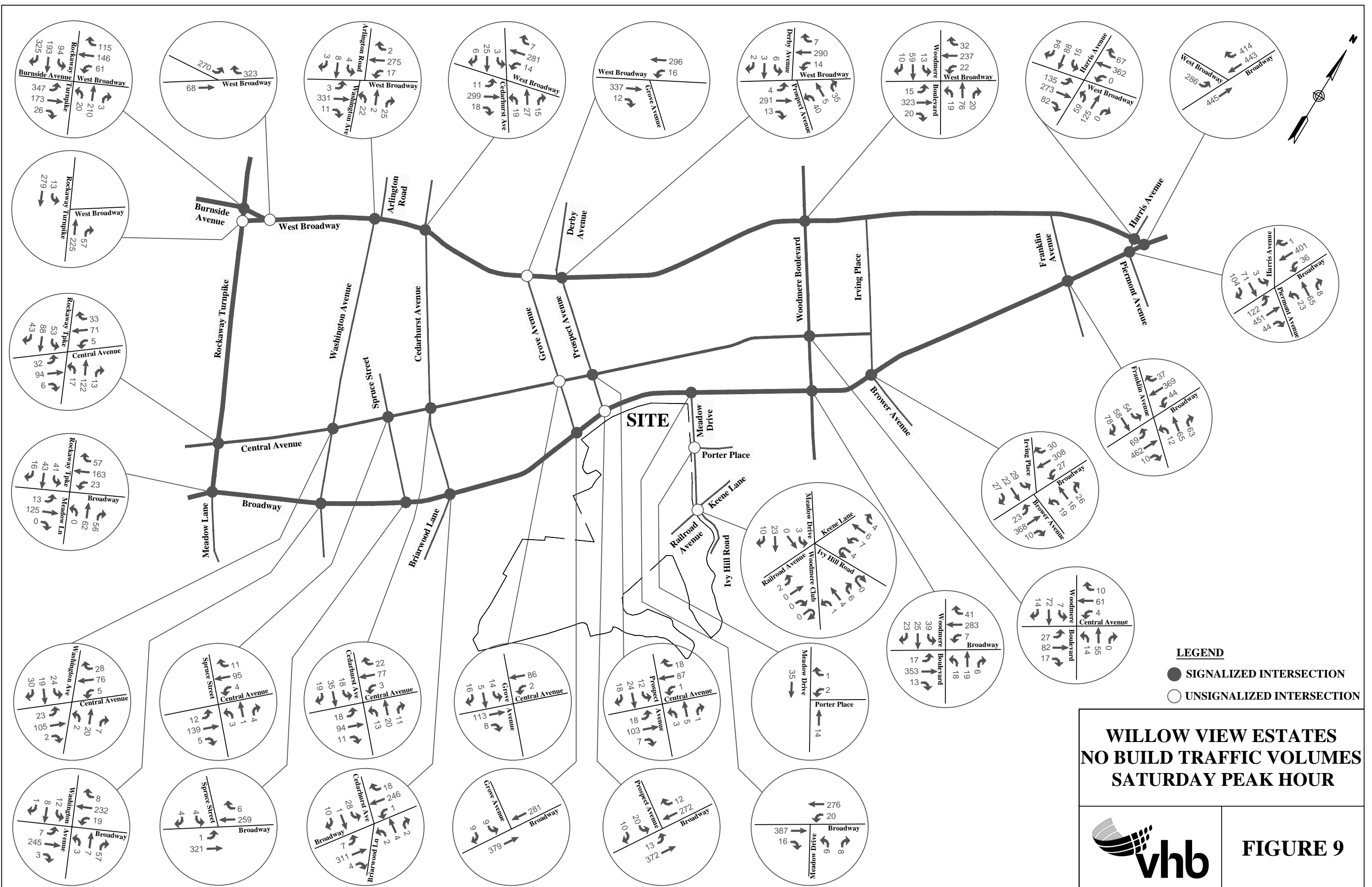
LEGEND

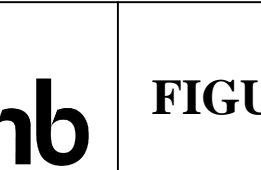
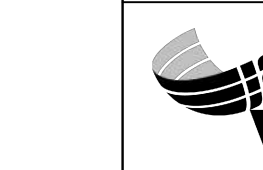
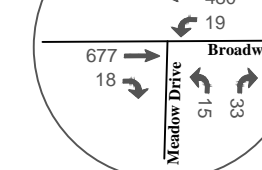
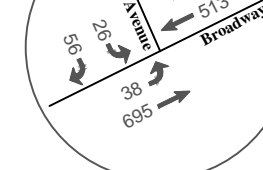
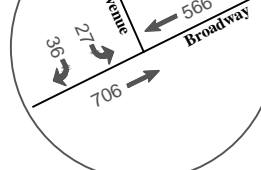
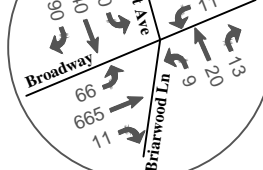
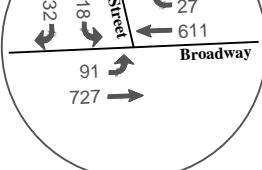
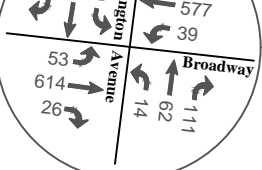
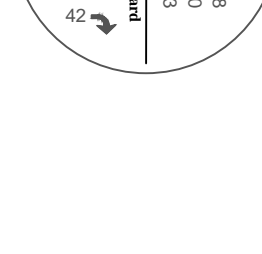
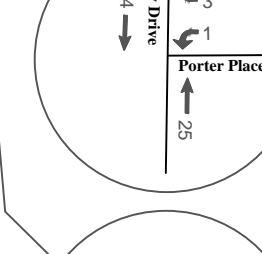
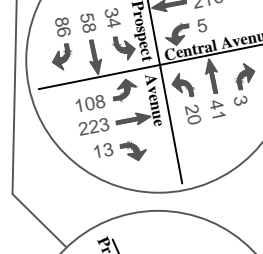
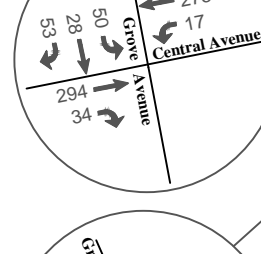
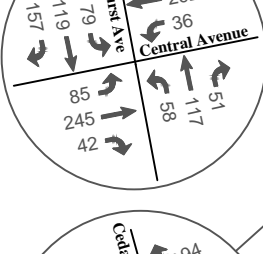
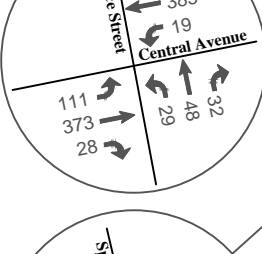
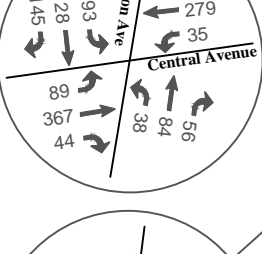
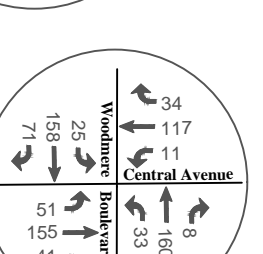
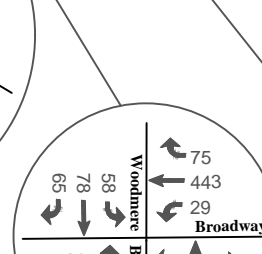
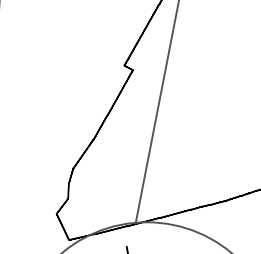
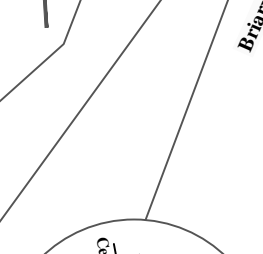
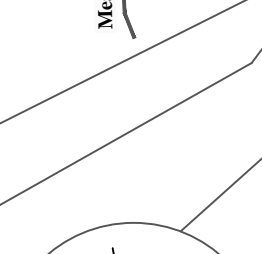
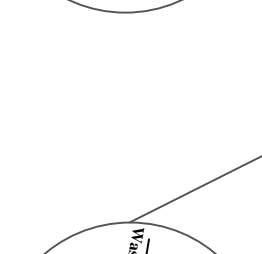
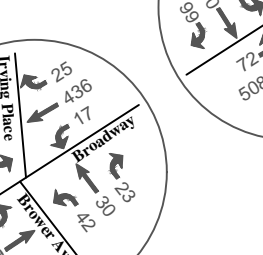
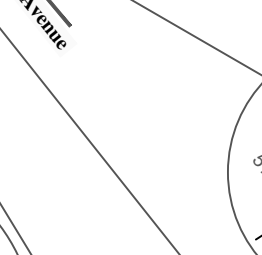
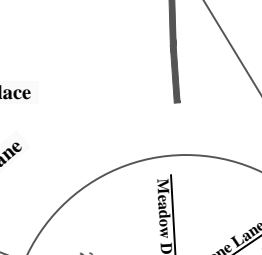
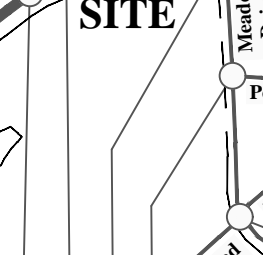
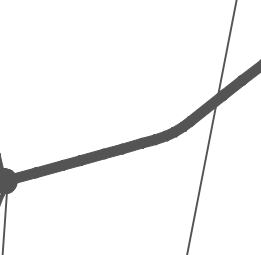
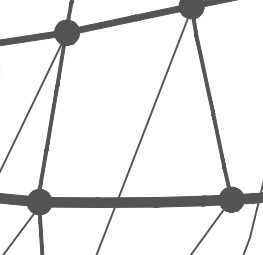
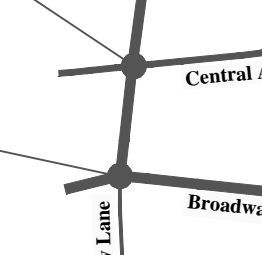
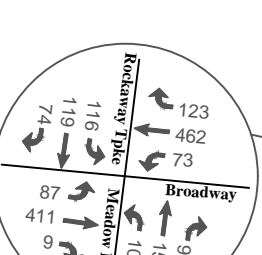
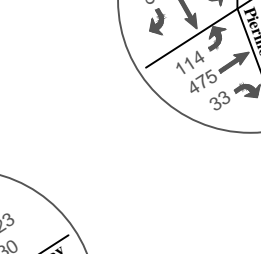
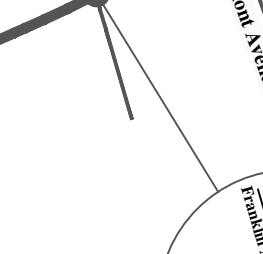
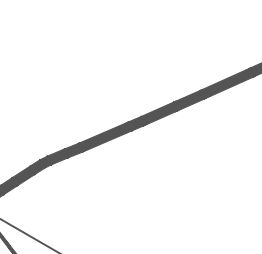
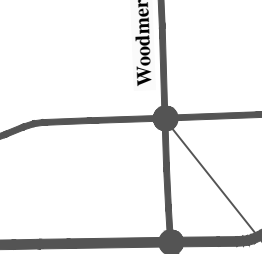
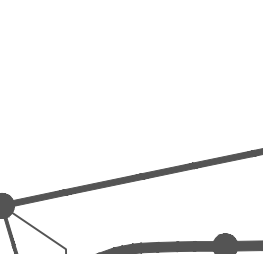
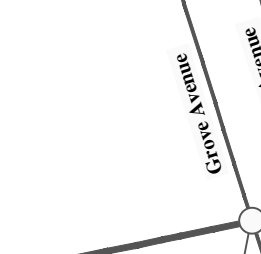
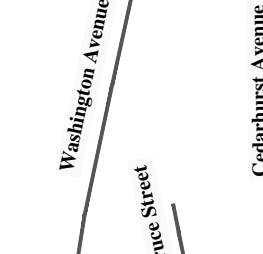
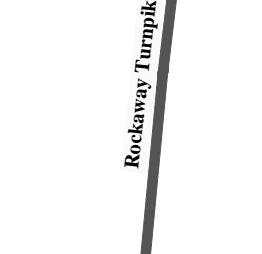
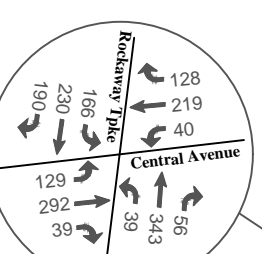
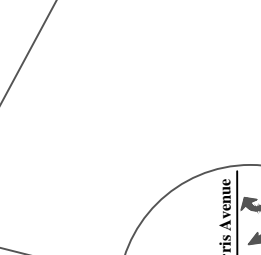
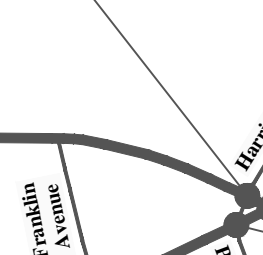
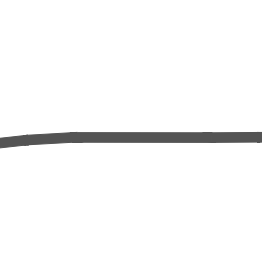
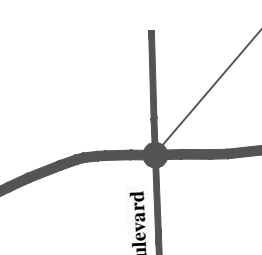
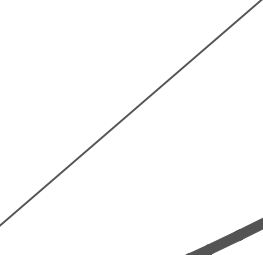
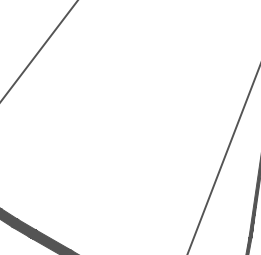
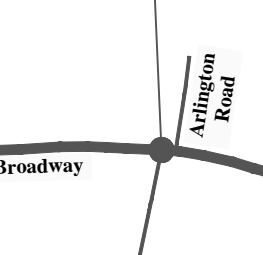
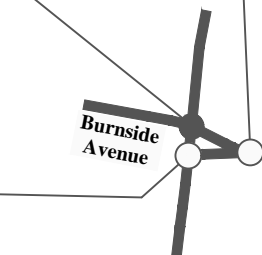
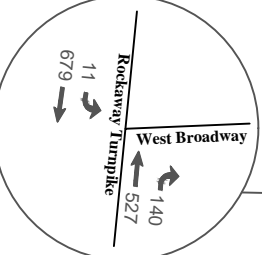
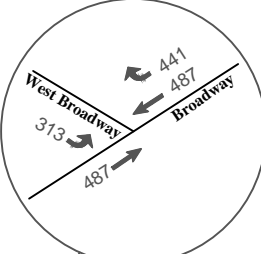
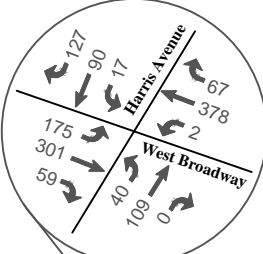
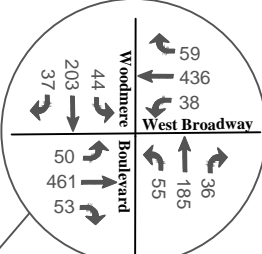
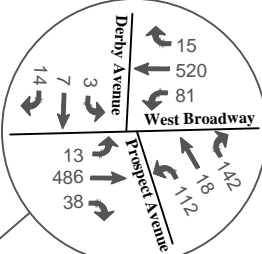
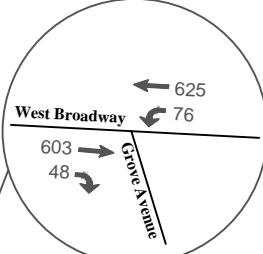
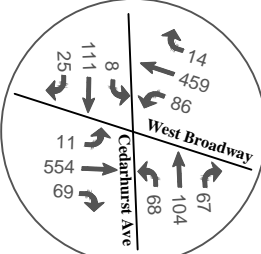
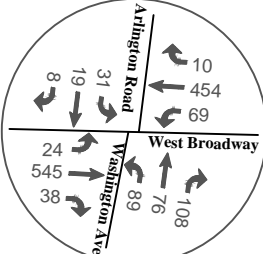
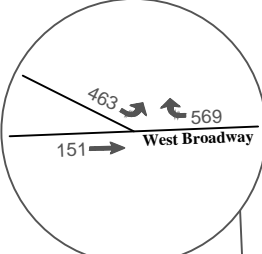
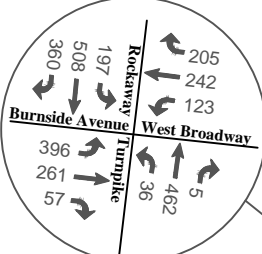
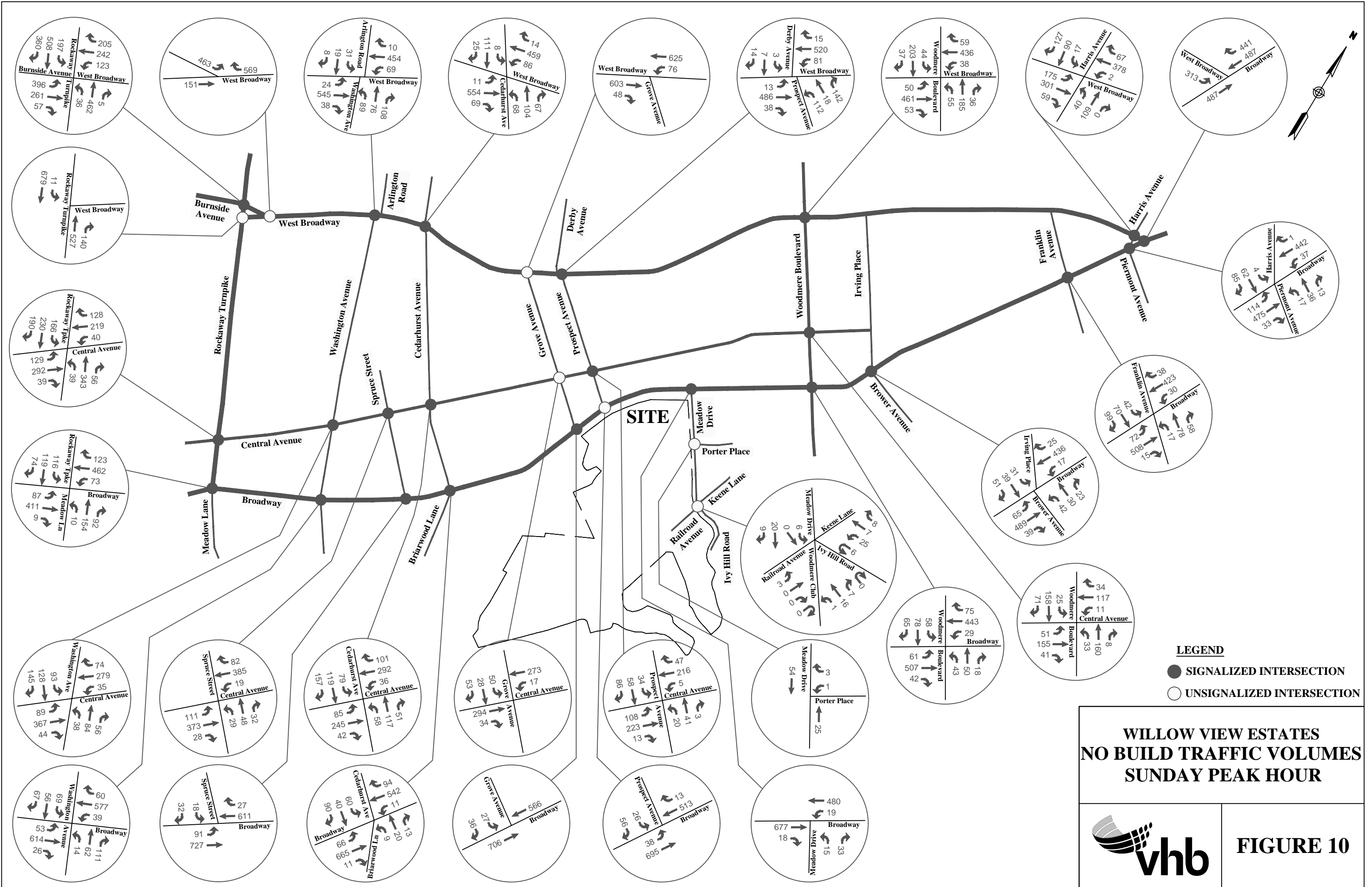
- SIGNALIZED INTERSECTION
- UNSIGNALIZED INTERSECTION

**WILLOW VIEW ESTATES
NO BUILD TRAFFIC VOLUMES
PM PEAK HOUR**



FIGURE 8





Build Condition

Site Generated Traffic Volumes

To estimate the traffic impact of the proposed development it is necessary to determine the traffic volumes expected to be generated by the proposed Willow View Estates project. The Institute of Transportation Engineers (ITE) publication, Trip Generation, 10th Edition, a nationally recognized and adopted reference for forecasting trip generation was used to estimate the peak number of weekday a.m., weekday p.m., Saturday midday, and Sunday midday trips for the proposed development. ITE Land Use #210 "Single-Family Detached Housing" was used to estimate the number of trips generated by the proposed 285 Willow View Estates single family homes.

The site of the proposed residential development is currently occupied by the existing Woodmere Club catering/event hall and golf course. The traffic currently being generated by this use will be eliminated with the site's redevelopment. No credit was taken for these trips, resulting in a high-side conservative estimate of impacts in this study.

Table 3 summarizes the unadjusted peak hour trip generation estimates for the proposed development.

Table 3 – Unadjusted Trip Generation Estimates

Component	Component Size	AM Peak		PM Peak		Saturday Midday Peak		Sunday Midday Peak	
Single Family Housing ITE # 210	285 Units	Rate =	0.74	Rate =	0.99	Rate =	0.93	Rate =	0.85
		Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting
		25%	75%	63%	37%	54%	46%	53%	47%
		53	158	178	104	143	122	128	114
		Total =	211	Total =	282	Total =	265	Total =	242

Source: *Trip Generation* (ITE, 10th Edition, 2017). Rates for weekday AM & PM peak hours/Saturday & Sunday rate are of peak hour of the generator.

Based on a detailed review of the existing traffic volumes, it was determined that the level of background traffic activity within the study area was significantly lower on the Saturday when data was collected in comparison with that which would be considered typical. A detailed review of the demographic information available indicated that this was the result of the large percentage of residents who observe the Sabbath and are therefore prohibited from driving on Saturdays. In order to account for the likelihood that the residents of the proposed subdivision would fall into a similar demographic split, a reduction factor of 50% was applied to the generated trips during the Saturday peak hour. Similarly, the unadjusted Saturday midday peak trip generation was used in place of the unadjusted Sunday midday



peak trip generation for the Sunday midday peak period to account for the demographic.

Table 4 – Adjusted Trip Generation Estimates

Component	Component Size	AM Peak		PM Peak		Saturday Midday Peak		Sunday Midday Peak							
Single Family Housing ITE # 210	285 Units	Rate =	0.74	Rate =	0.99	Rate =	0.47	Rate =	0.93						
		Entering	Exiting	Entering	Exiting	Entering	Exiting	Entering	Exiting						
		25%	75%	63%	37%	54%	46%	54%	46%						
		53	158	178	104	72	61	143	122						
Total =		211		Total =		282		Total =		133		Total =		265	

Source: *Trip Generation* (ITE, 10th Edition, 2017). Rates for weekday AM & PM peak hours/Saturday & Sunday rate are of peak hour of the generator.

Table 4 shows that the adjusted trips generated by the 285 single family homes would be 211 trips (entering 53, exiting 158) during the a.m. peak hour, 282 trips (entering 178, exiting 104) during the p.m. peak hour, 133 trips (entering 72 & exiting 61) during the Saturday midday hour, 265 trips (entering 143 & exiting 122) during the Sunday midday peak hour.

In addition, it is important to note that the existing Woodmere Club catering/event hall and golf course is currently open and generating traffic on the surround roadway network. To account for this, observations were conducted at each of the site driveways for the existing premises from 8:00 a.m. to 8:00 p.m. on a typical weekday (Wednesday June 13, 2018) and a typical weekend day (Sunday June 17, 2018).

Table 4A summarizes the results of those peak hour observations as they relate to the peak hour traffic generated by the existing premises.

Table 4A – Woodmere Club Trip Generation

Component	AM Peak		PM Peak		Sunday Midday Peak						
Existing Woodmere Club	8:15 AM - 9:15 AM		5:45 PM - 6:45 PM		12:15 PM - 1:15 PM						
	Entering	Exiting	Entering	Exiting	Entering	Exiting					
	74%	26%	9%	91%	57%	43%					
	67	23	5	50	43	32					
	Total =		90		Total =		55		Total =		75

Trip Generation data is based on turning movement observations conducted at the existing Woodmere Club on Wednesday June 13, 2018 and Saturday June 17, 2018

Table 4A shows that the Woodmere Club generated 90 trips (entering 67, exiting 23) during the a.m. peak hour, 55 trips (entering 5, exiting 50) during the p.m. peak hour, and 75 trips (entering 43 & exiting 32) during the Sunday midday peak hour. In the future condition, this traffic will be eliminated to accommodate the proposed



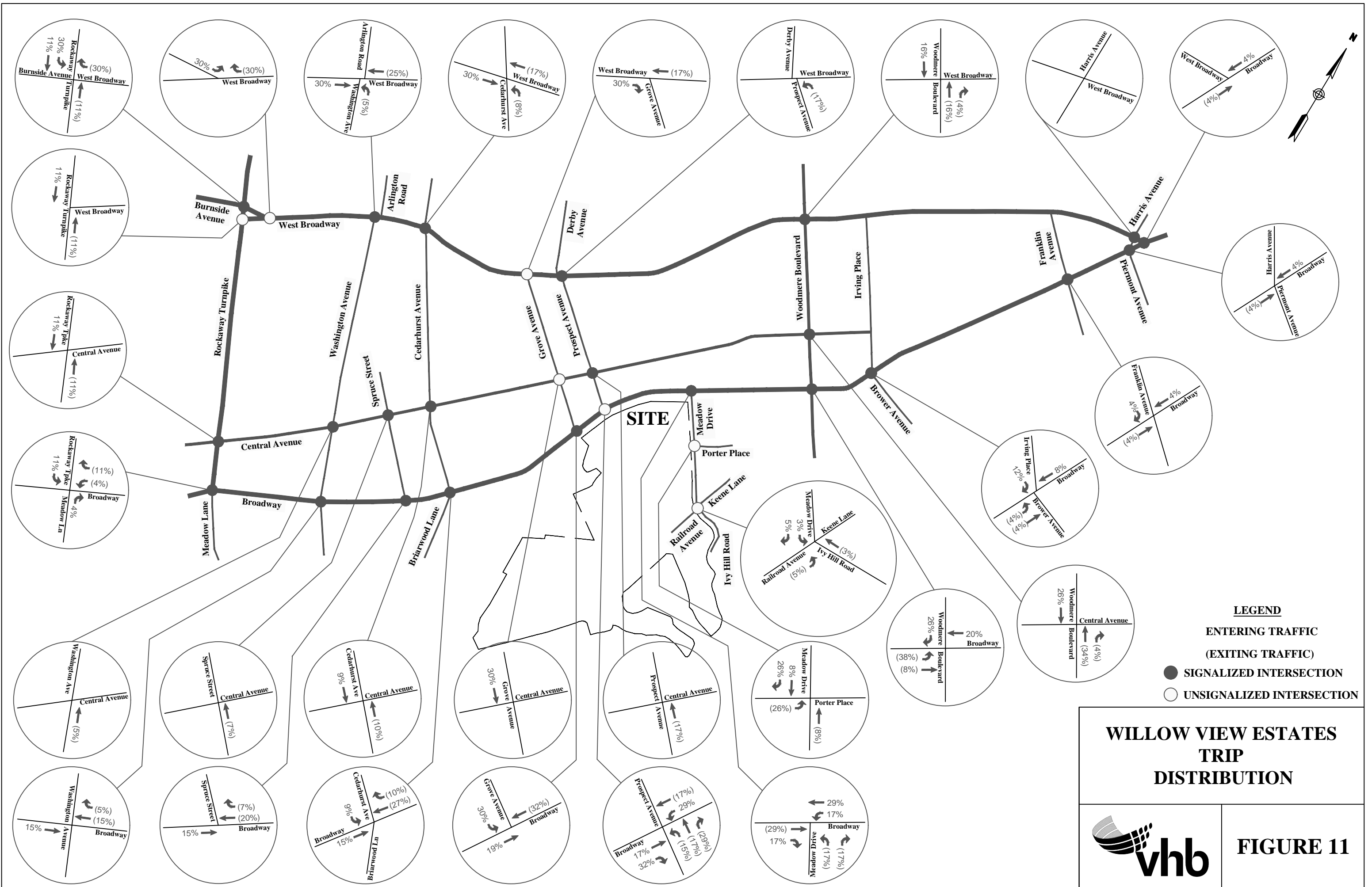
development of the 285-lot residential subdivision. However, to provide a more conservative estimate, no credit was applied to the existing roadway volumes to account for this effect.

Trip Distribution and Assignment

The trips originating from and destined to the proposed Willow View Estates project site were assigned to the adjacent roadways based on characteristics of the roadway network, the location of the proposed site access points, existing travel patterns, and likely destination points. The directional distribution for the residential use was developed based on journey-to-work data specific to where persons who reside in the Woodmere area are currently employed. This information is based on an assessment of the likely route and mode of travel (including whether commuters may utilize mass transit) that residents may travel to or from their place of work. Details regarding this assessment and how it relates to the Woodmere area in particular are included in Appendix D.


The resultant trip distribution percentages, based on the breakdown of the Journey-to-Work data, are shown in Figure 11. These percentages were then applied to the adjusted trip generation estimates shown in Table 4 and assigned to the local roadway network. The resulting project generated traffic volumes for the weekday a.m., p.m., Saturday midday, and Sunday midday peak hours are presented in Figures 12, 13, 14, and 15, respectively.

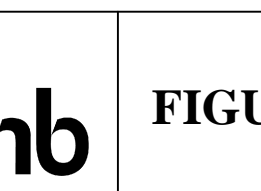
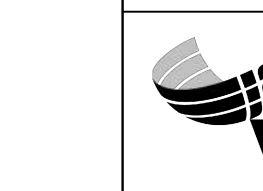
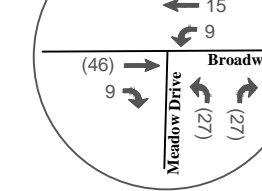
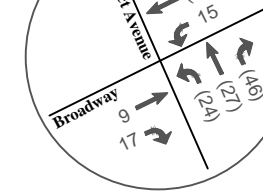
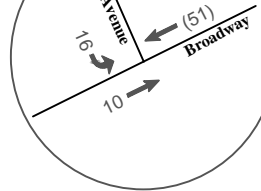
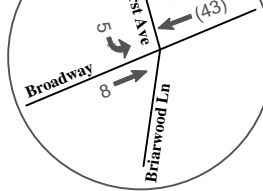
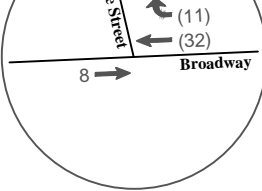
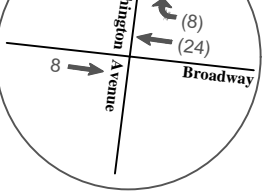
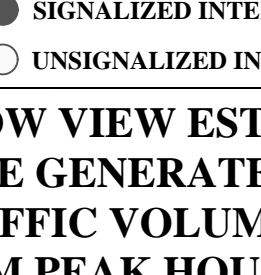
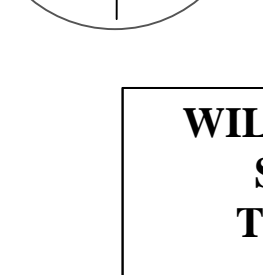
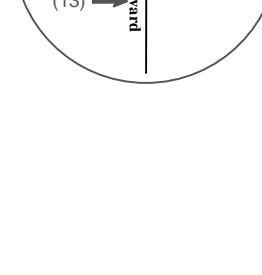
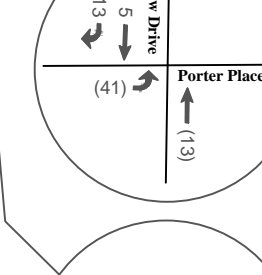
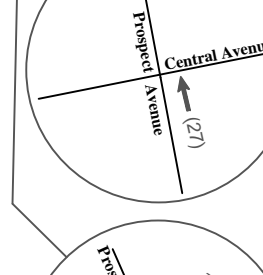
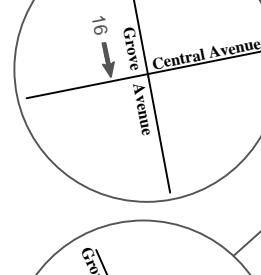
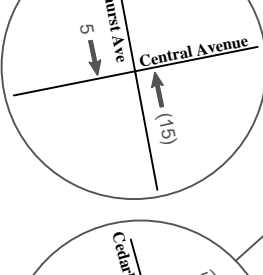
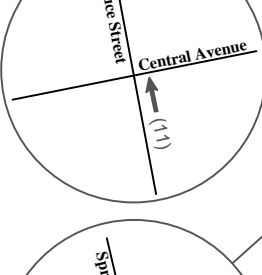
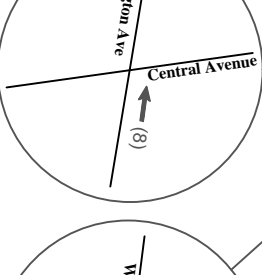
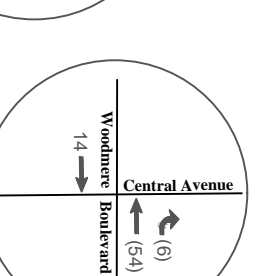
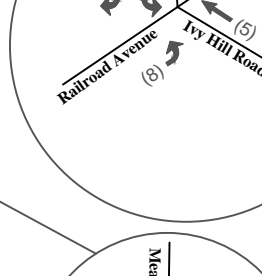
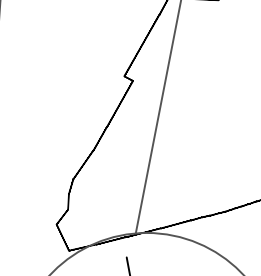
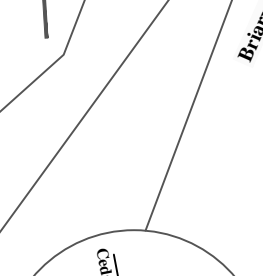
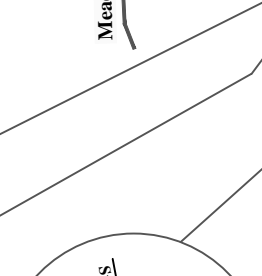
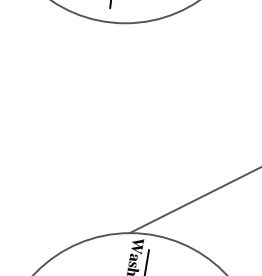
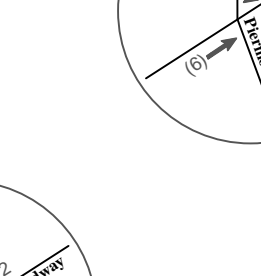
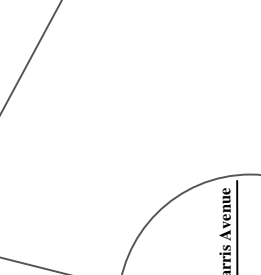
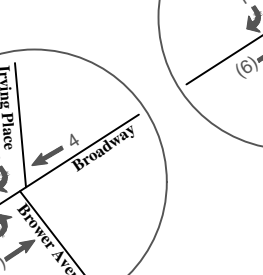
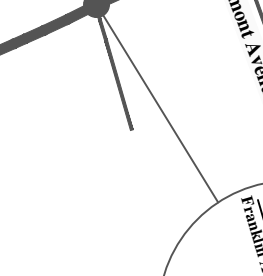
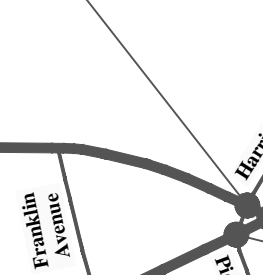
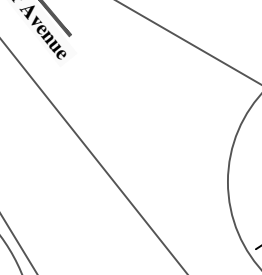
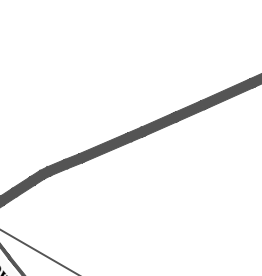
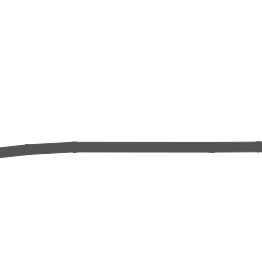
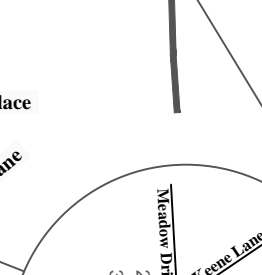
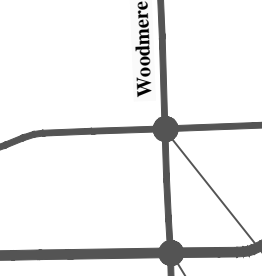
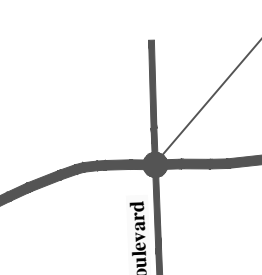
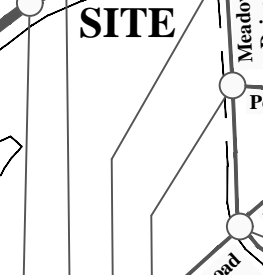
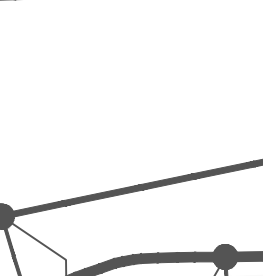
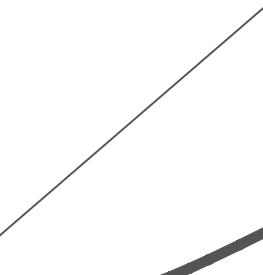
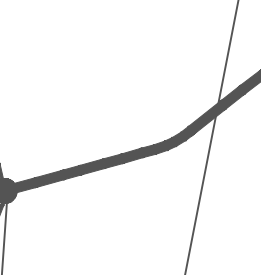
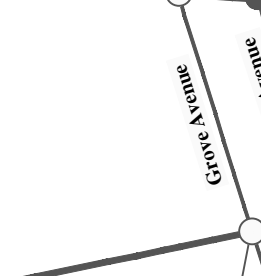
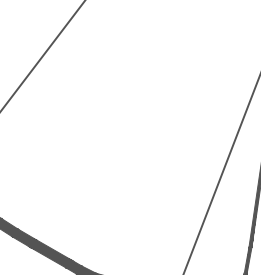
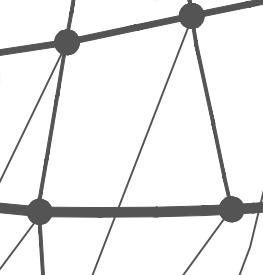
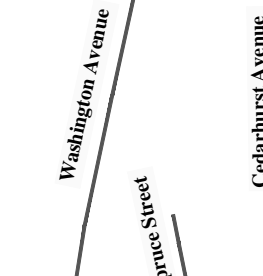
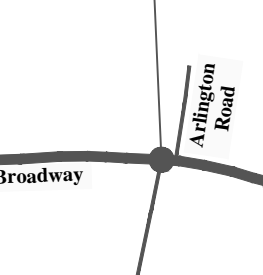
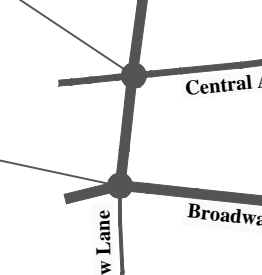
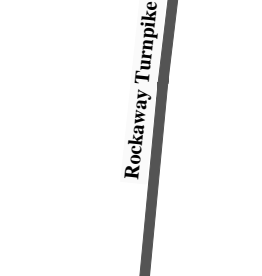
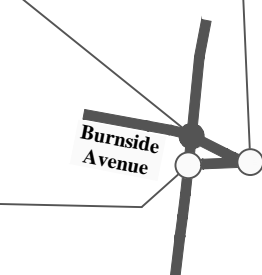
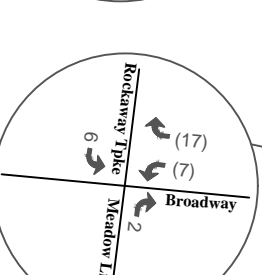
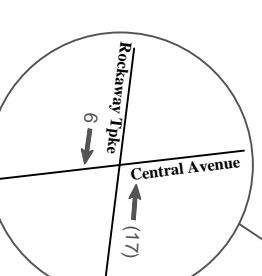
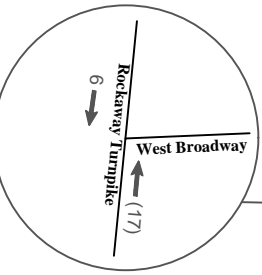
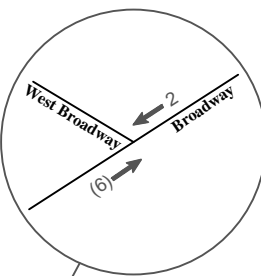
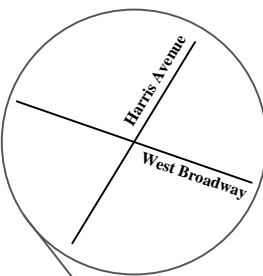
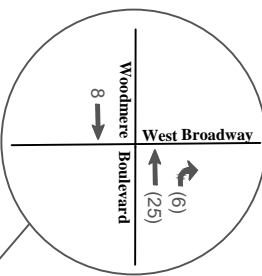
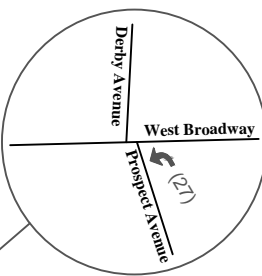
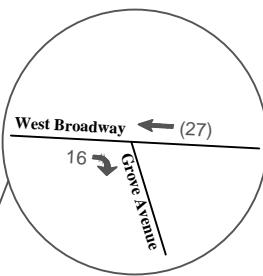
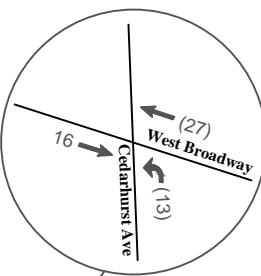
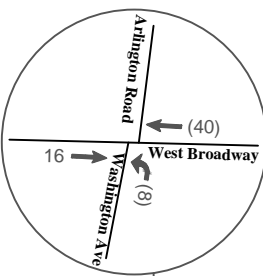
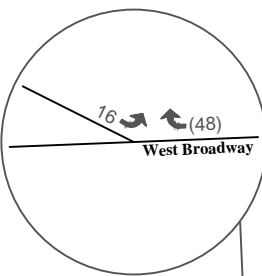
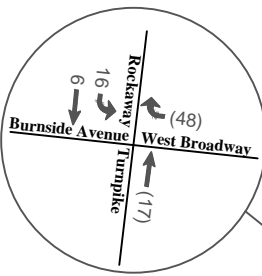
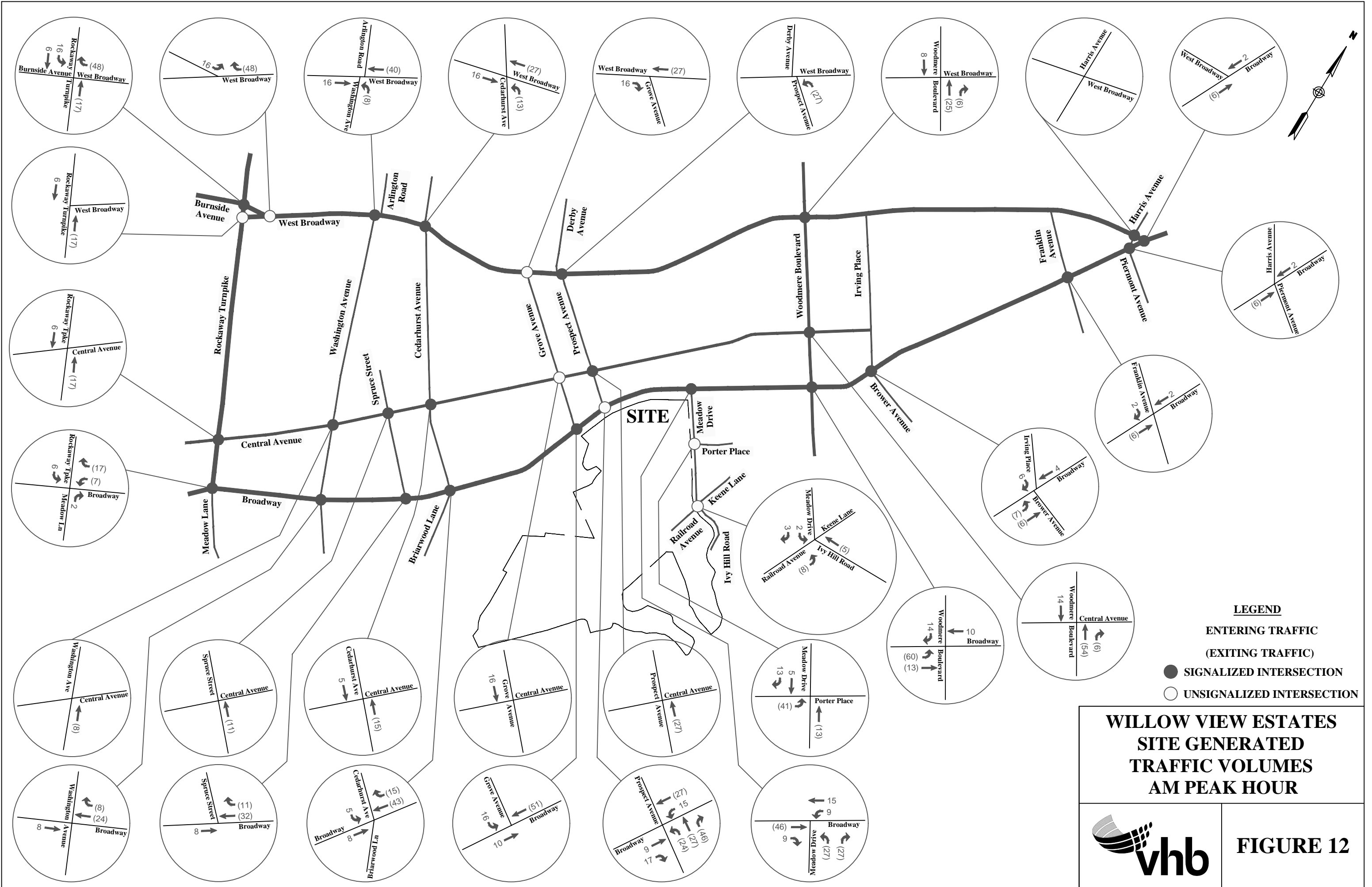
To determine the future Build Condition traffic volumes, the project generated trips were added to the No-Build traffic volumes at the key intersections. The resulting Build traffic volumes for the weekday a.m., p.m., Saturday midday, and Sunday midday peak hours are shown in Figures 16, 17, 18, and 19, respectively.

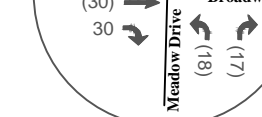
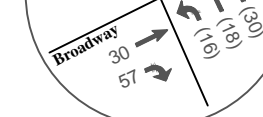
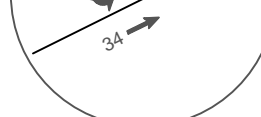
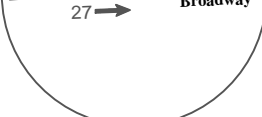
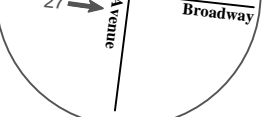
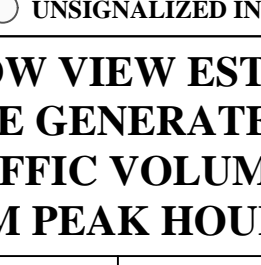
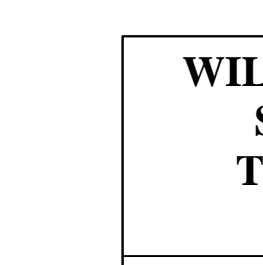
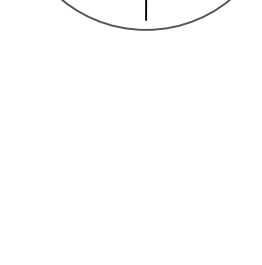
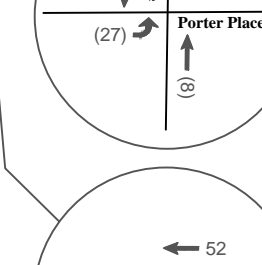
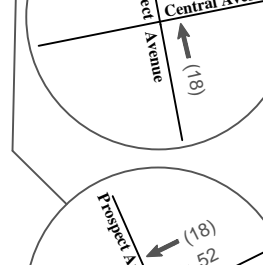
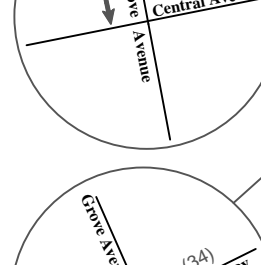
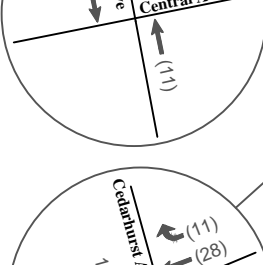
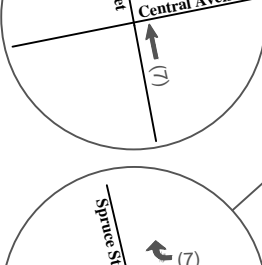
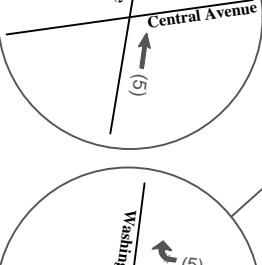
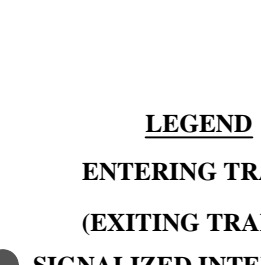
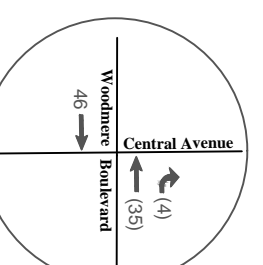
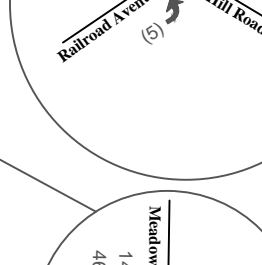
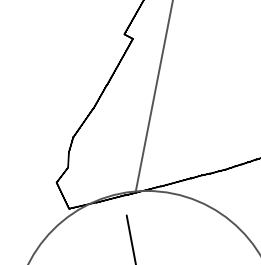
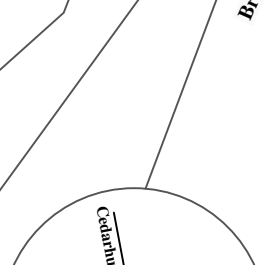
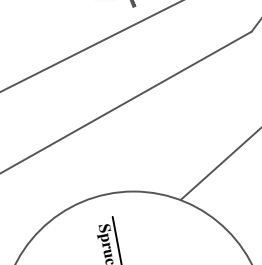
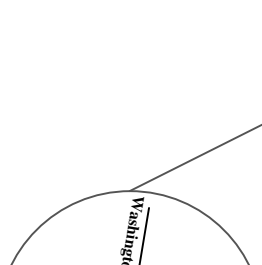
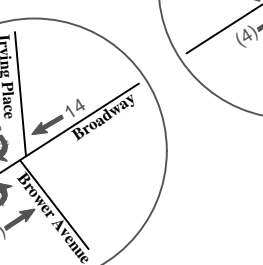
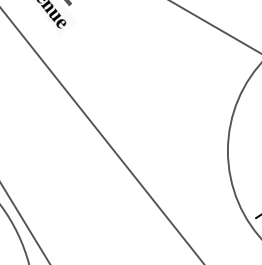
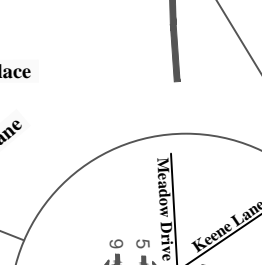
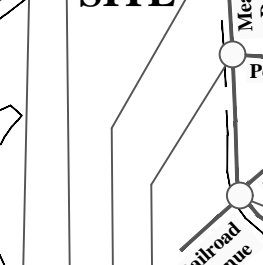
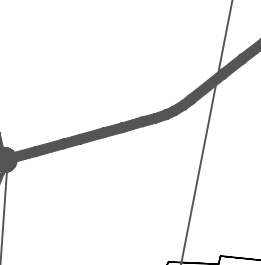
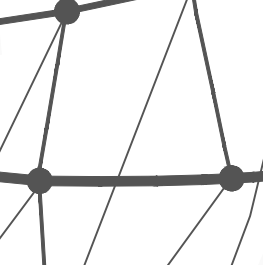
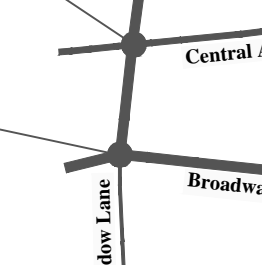
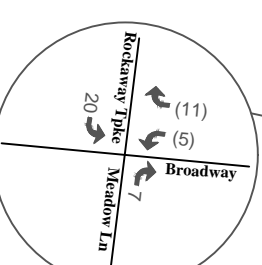
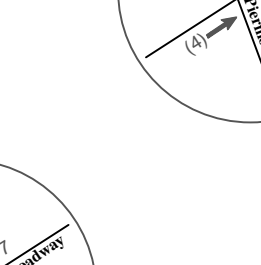
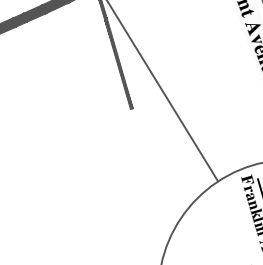
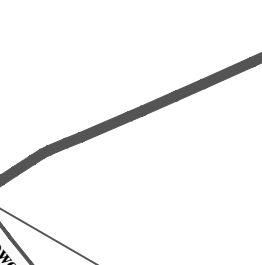
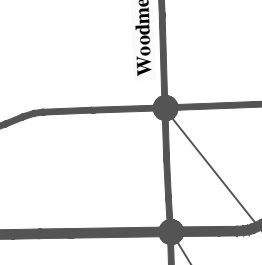
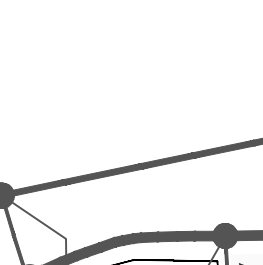
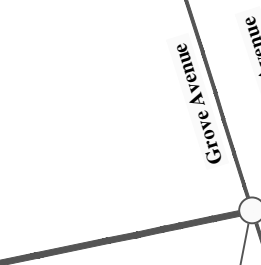
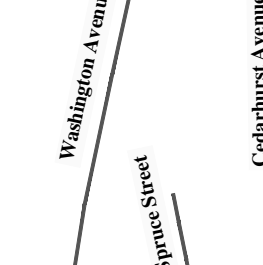
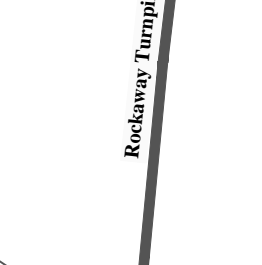
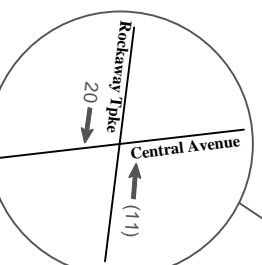
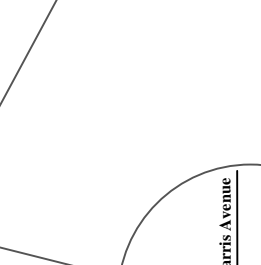
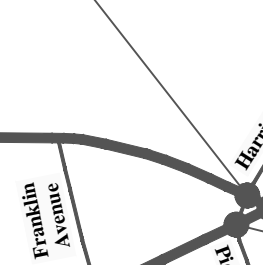
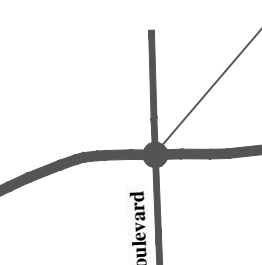
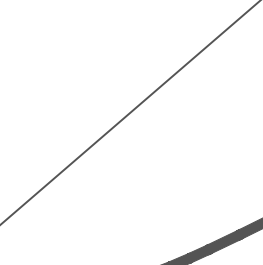
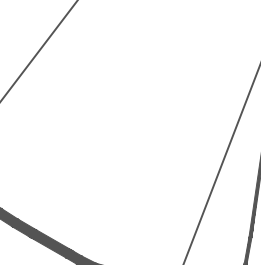
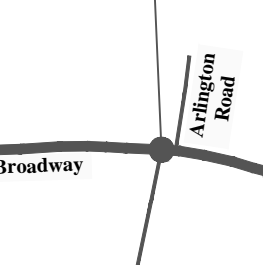
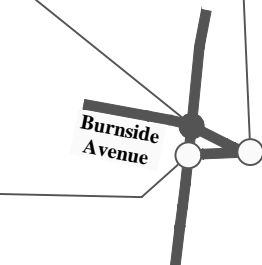
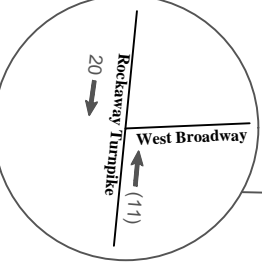
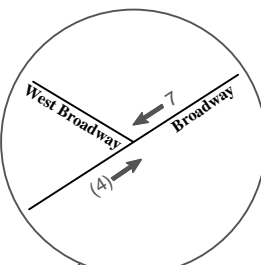
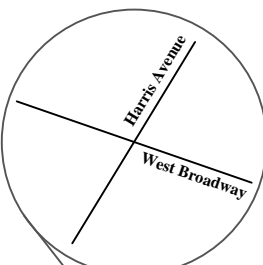
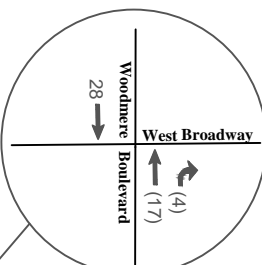
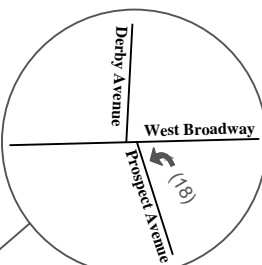
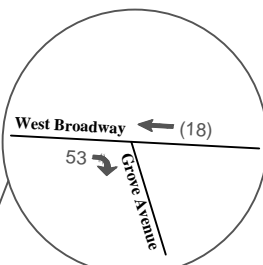
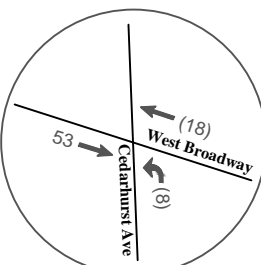
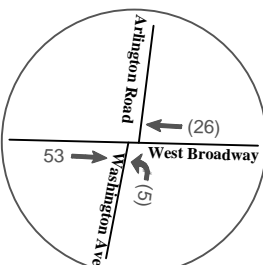
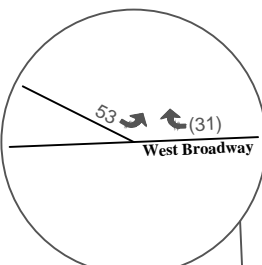
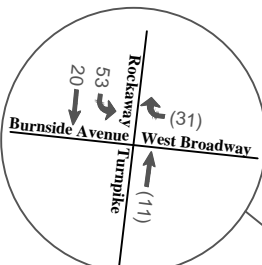
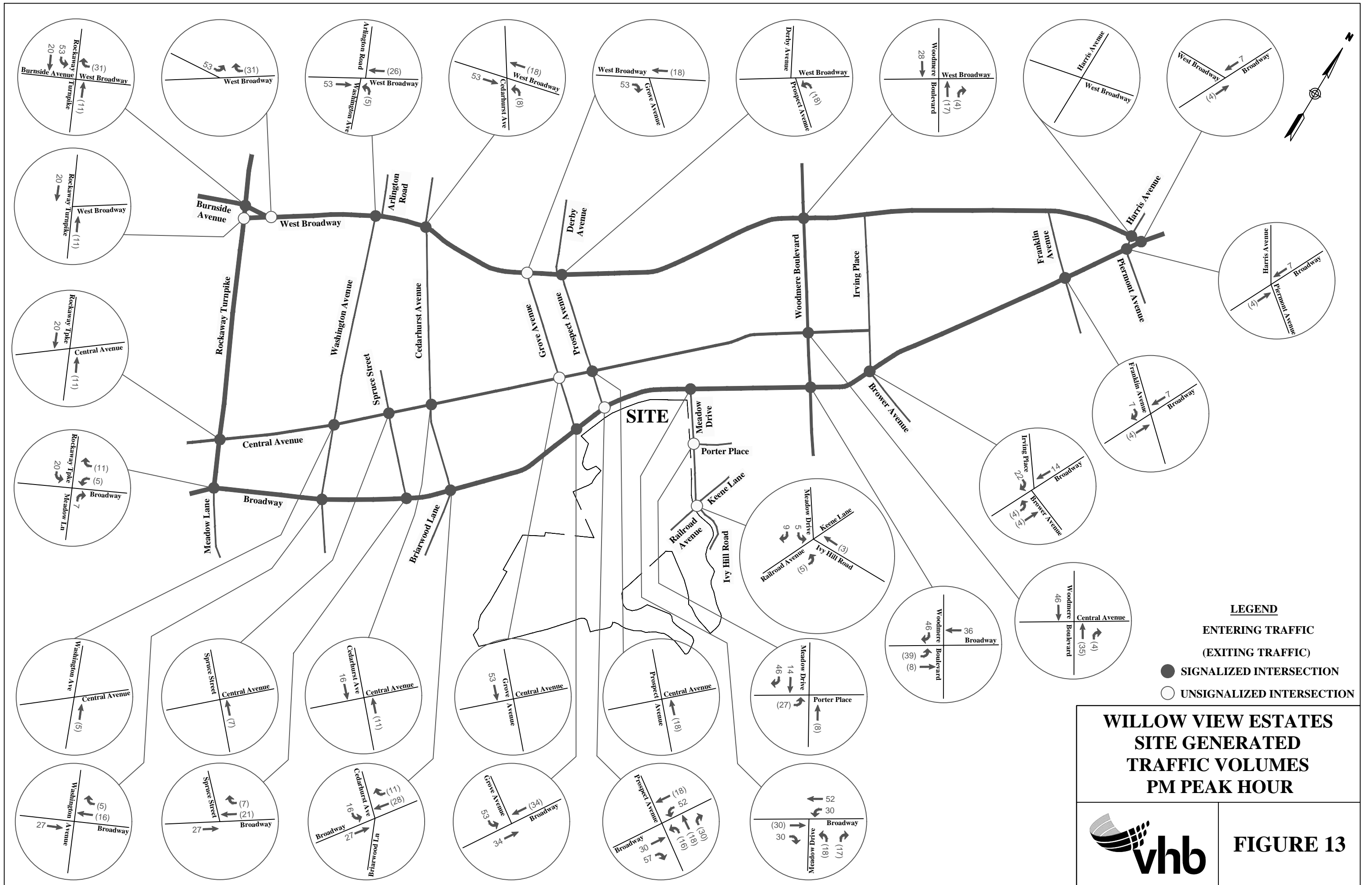


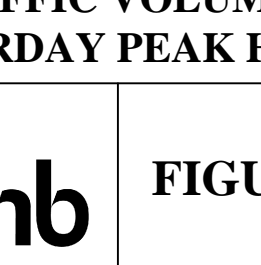
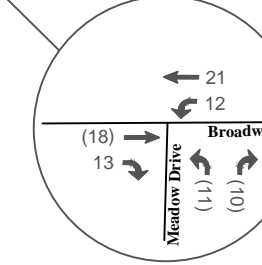
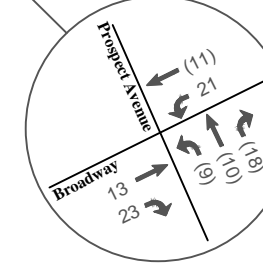
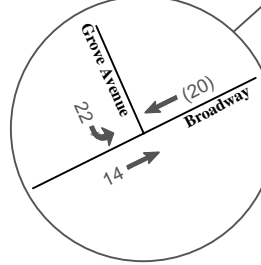
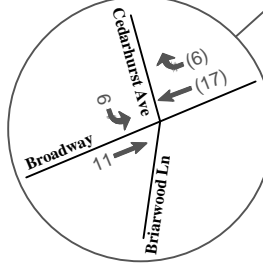
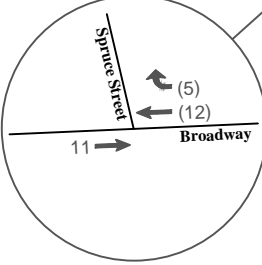
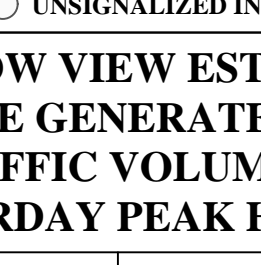
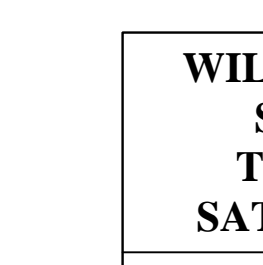
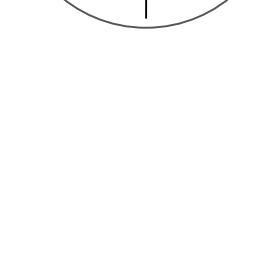
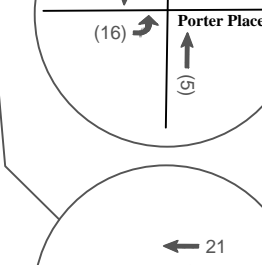
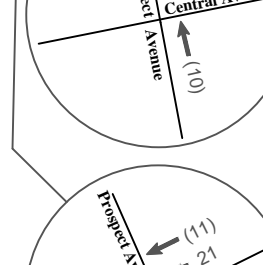
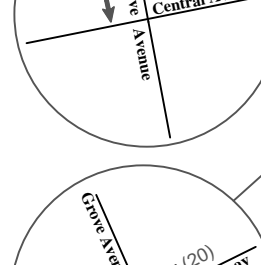
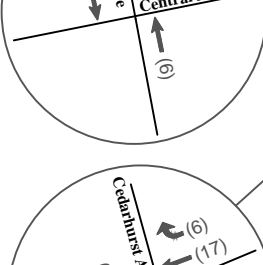
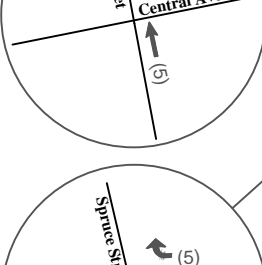
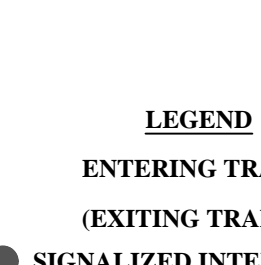
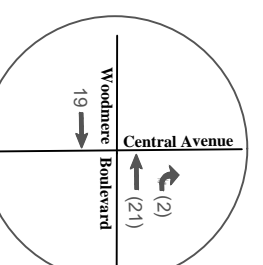
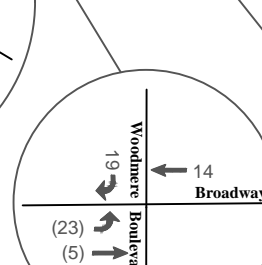
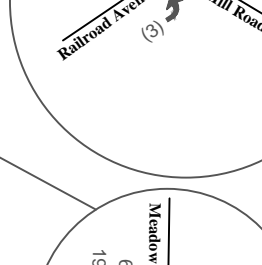
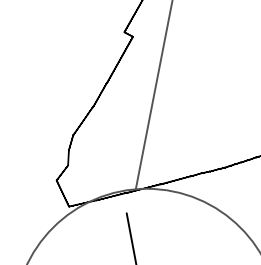
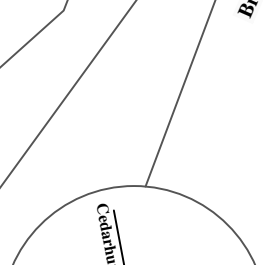
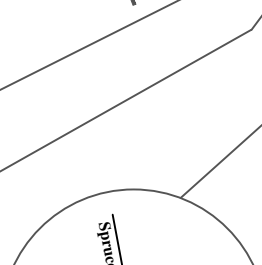
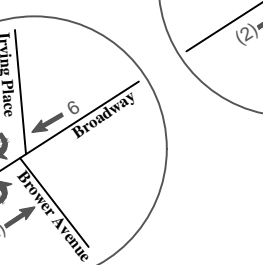
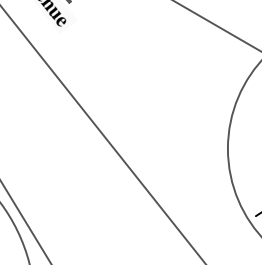
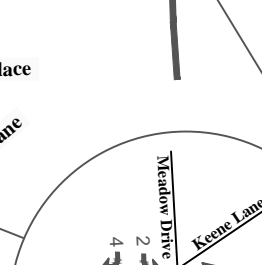
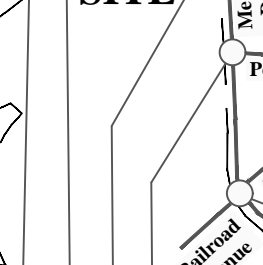
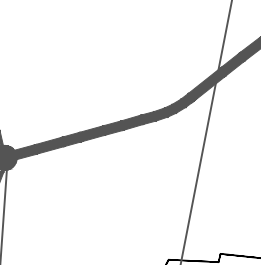
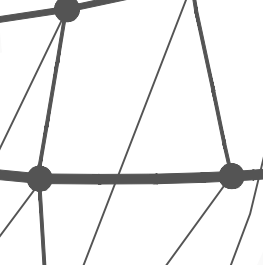
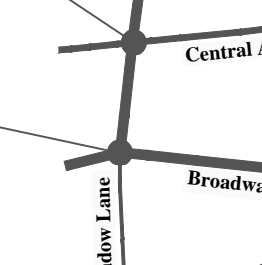
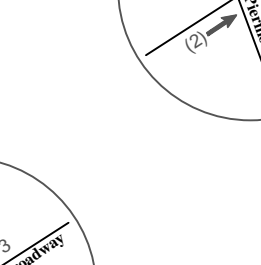
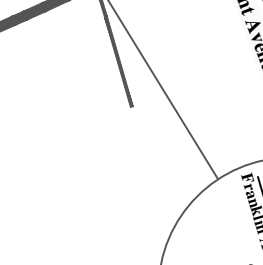
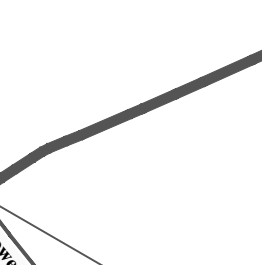
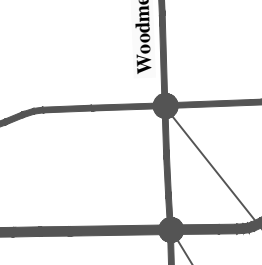
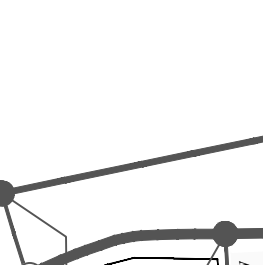
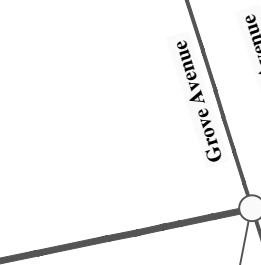
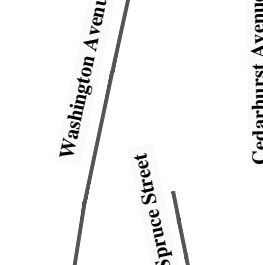
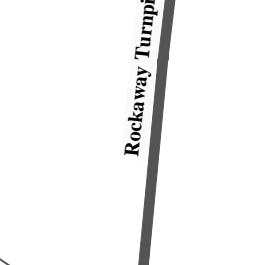
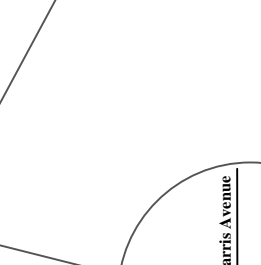
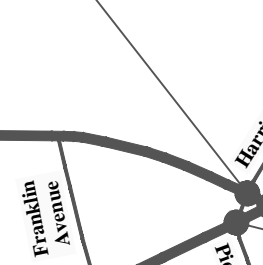
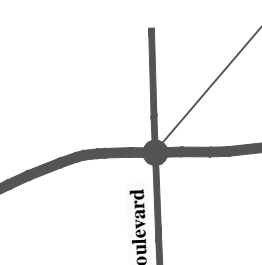
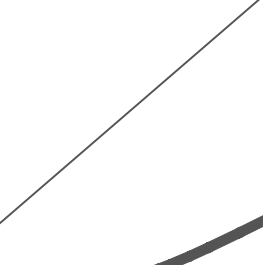
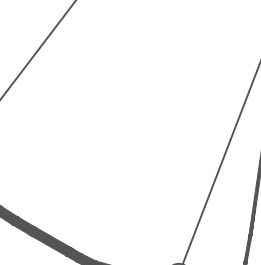
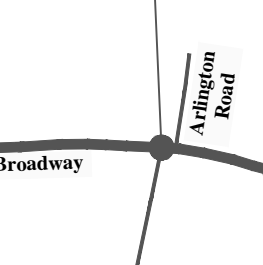
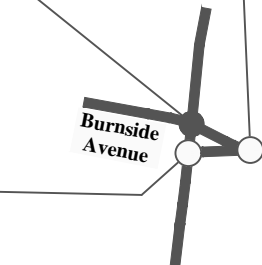
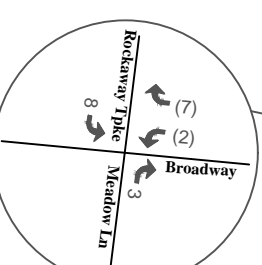
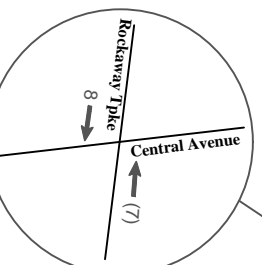
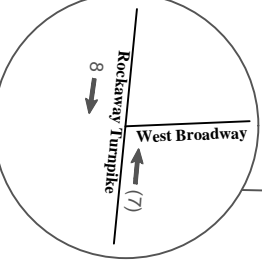
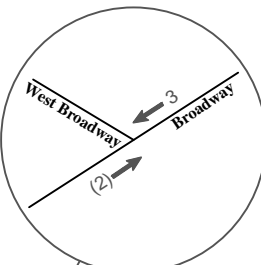
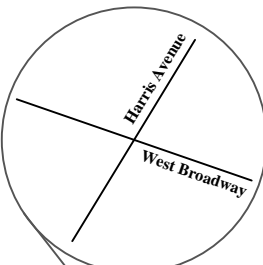
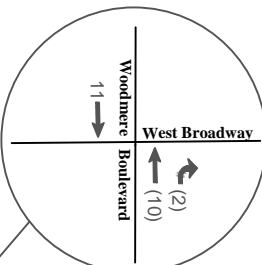
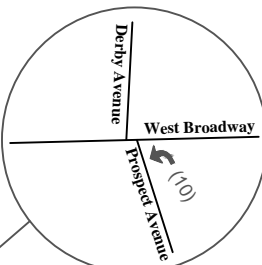
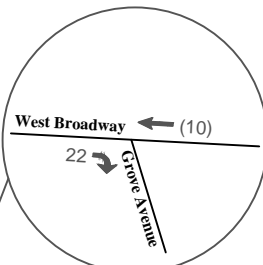
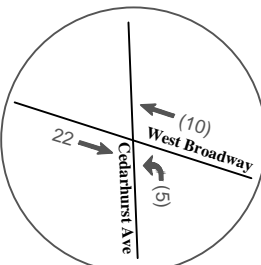
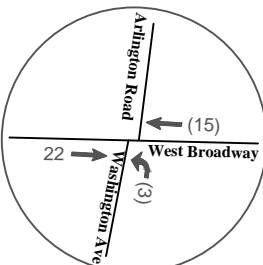
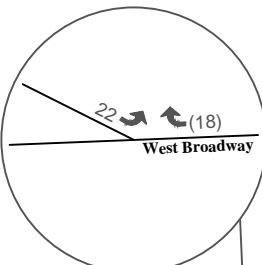
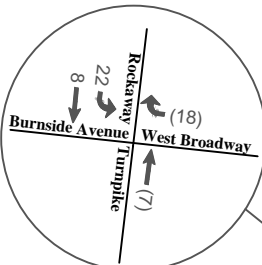
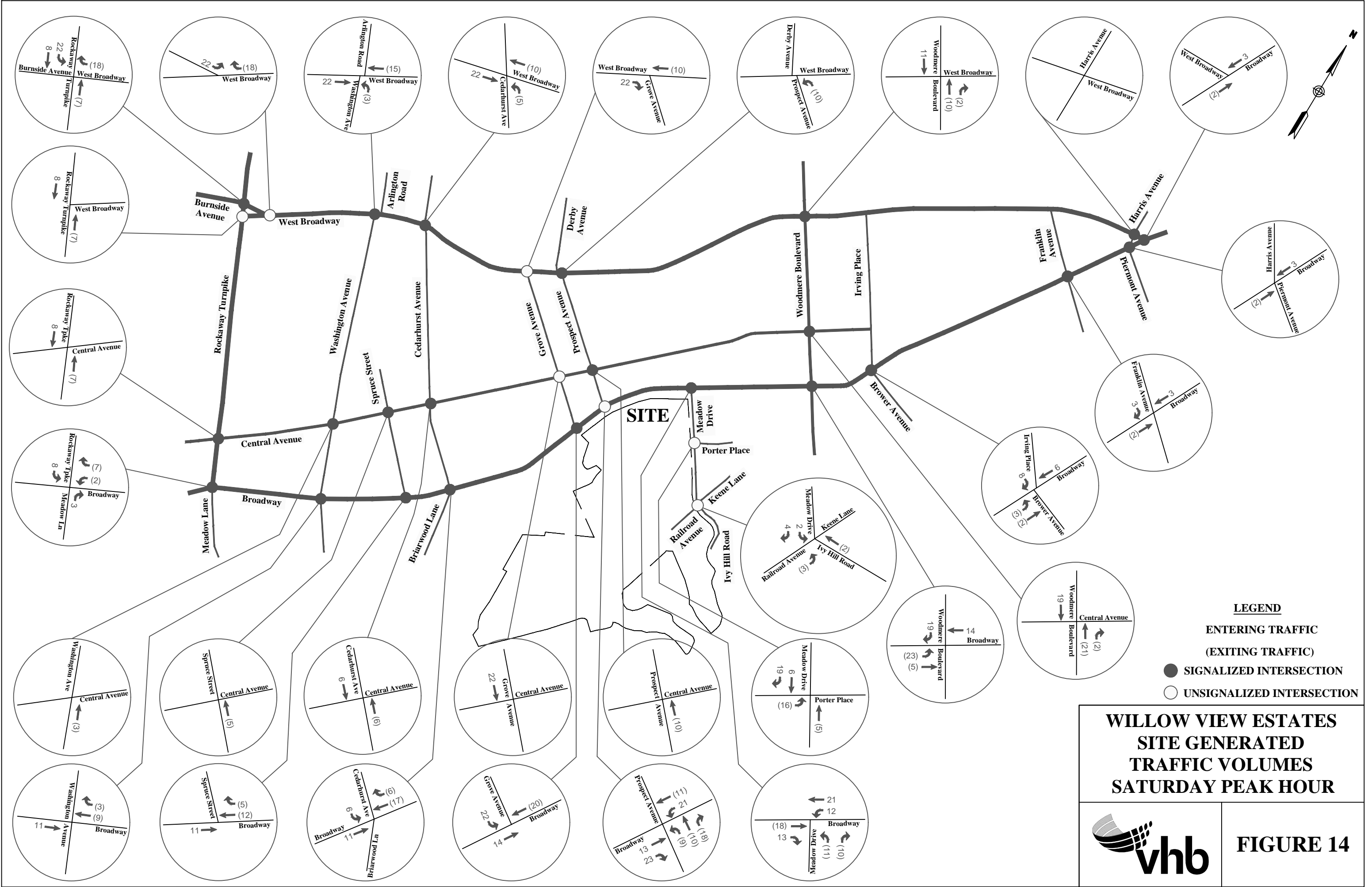
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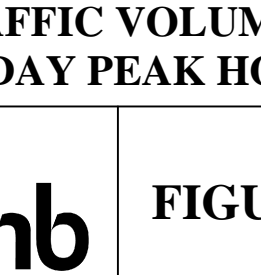
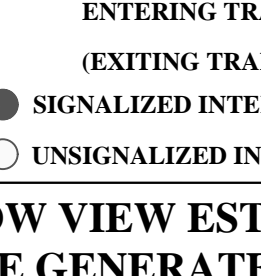
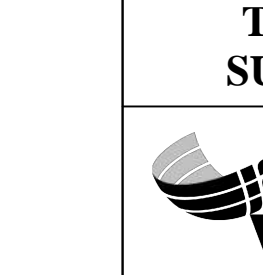
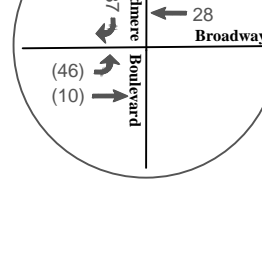
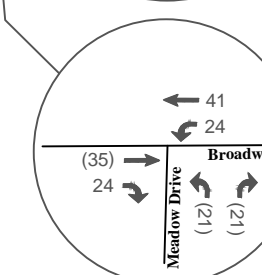
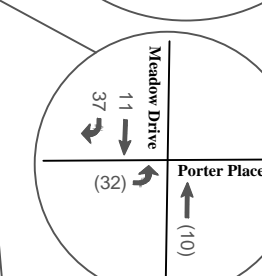
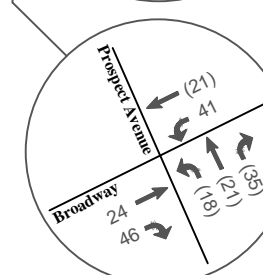
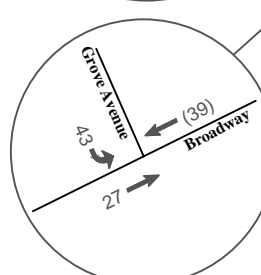
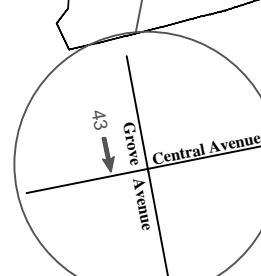
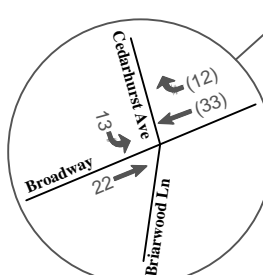
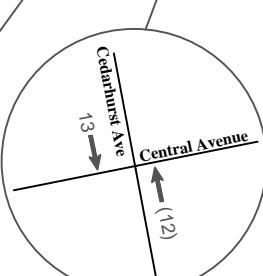
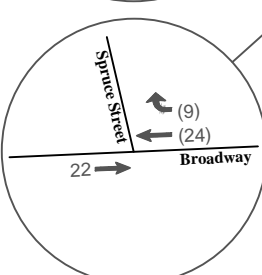
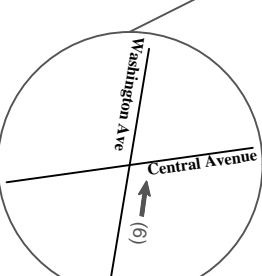
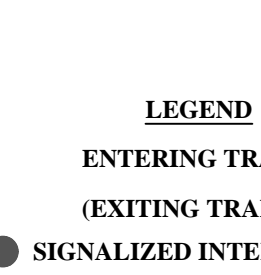
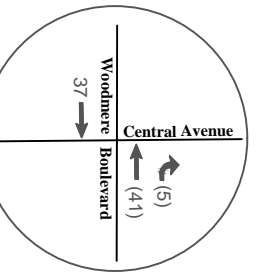
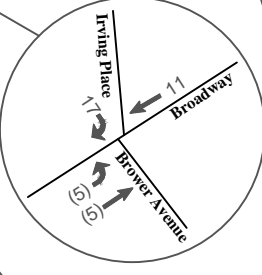
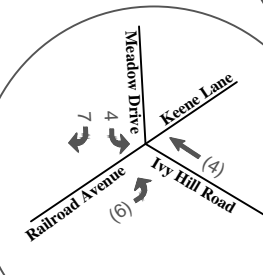
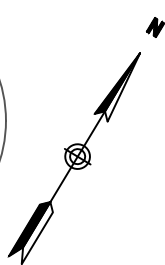
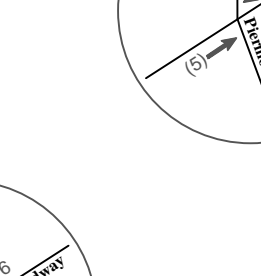
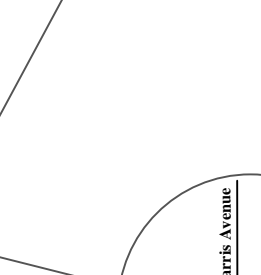
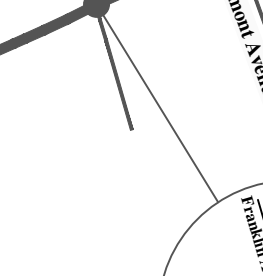
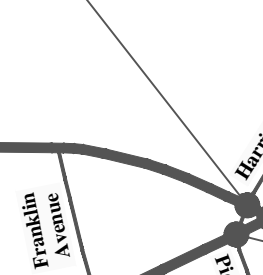
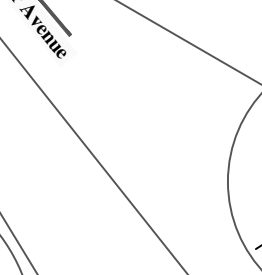
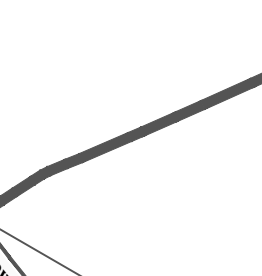
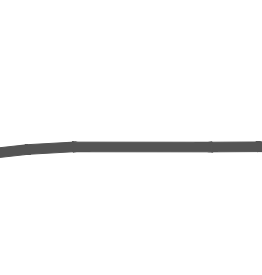
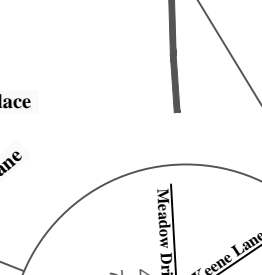
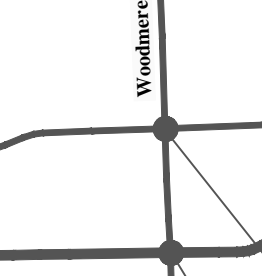
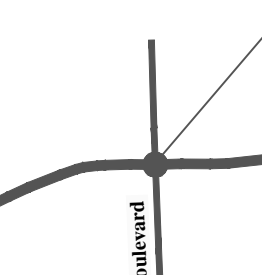
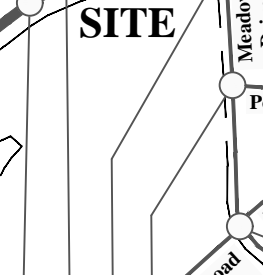
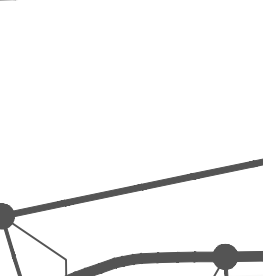
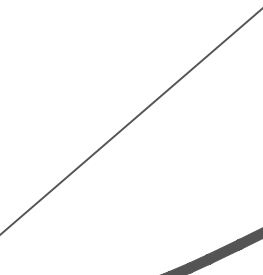
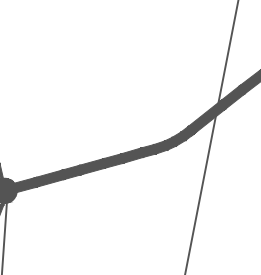
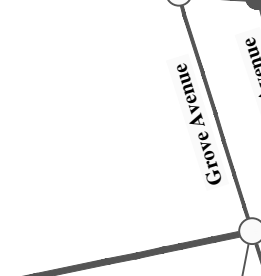
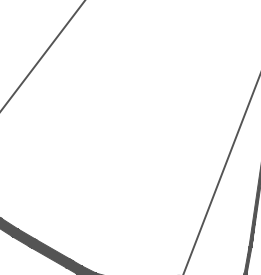
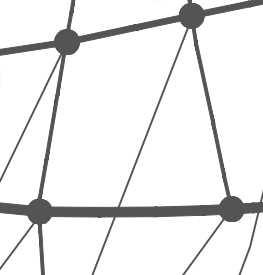
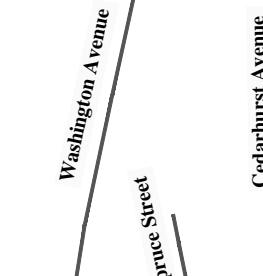
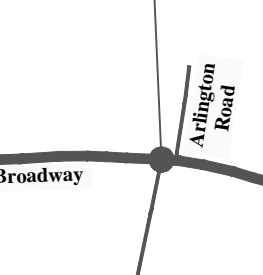
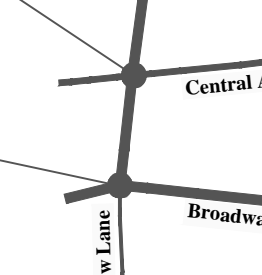
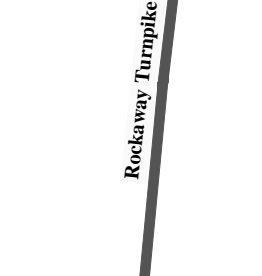
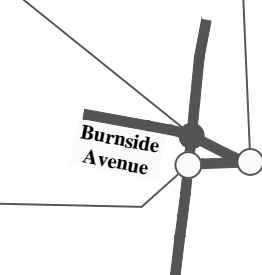
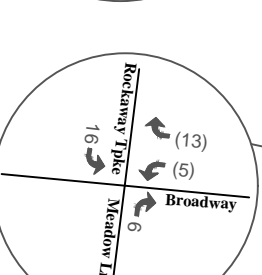
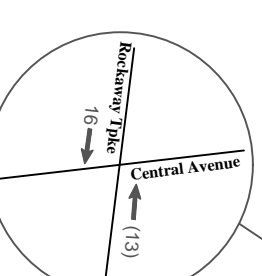
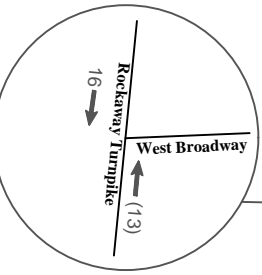
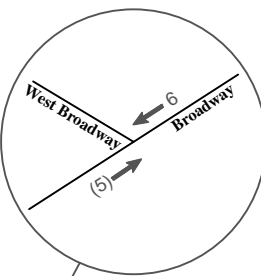
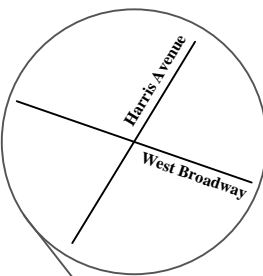
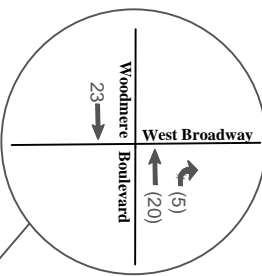
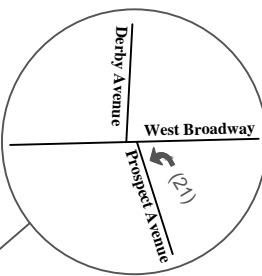
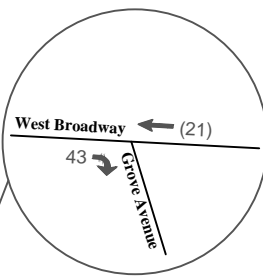
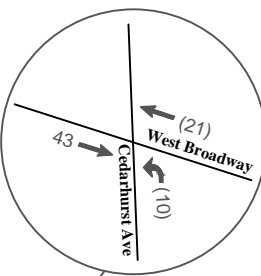
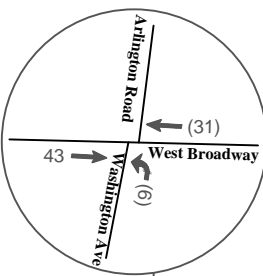
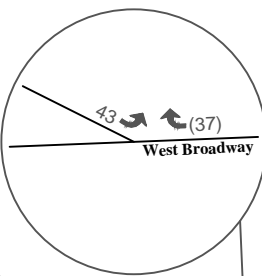
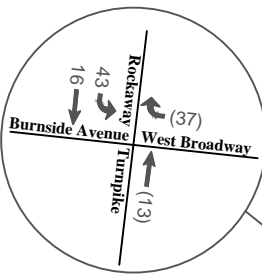
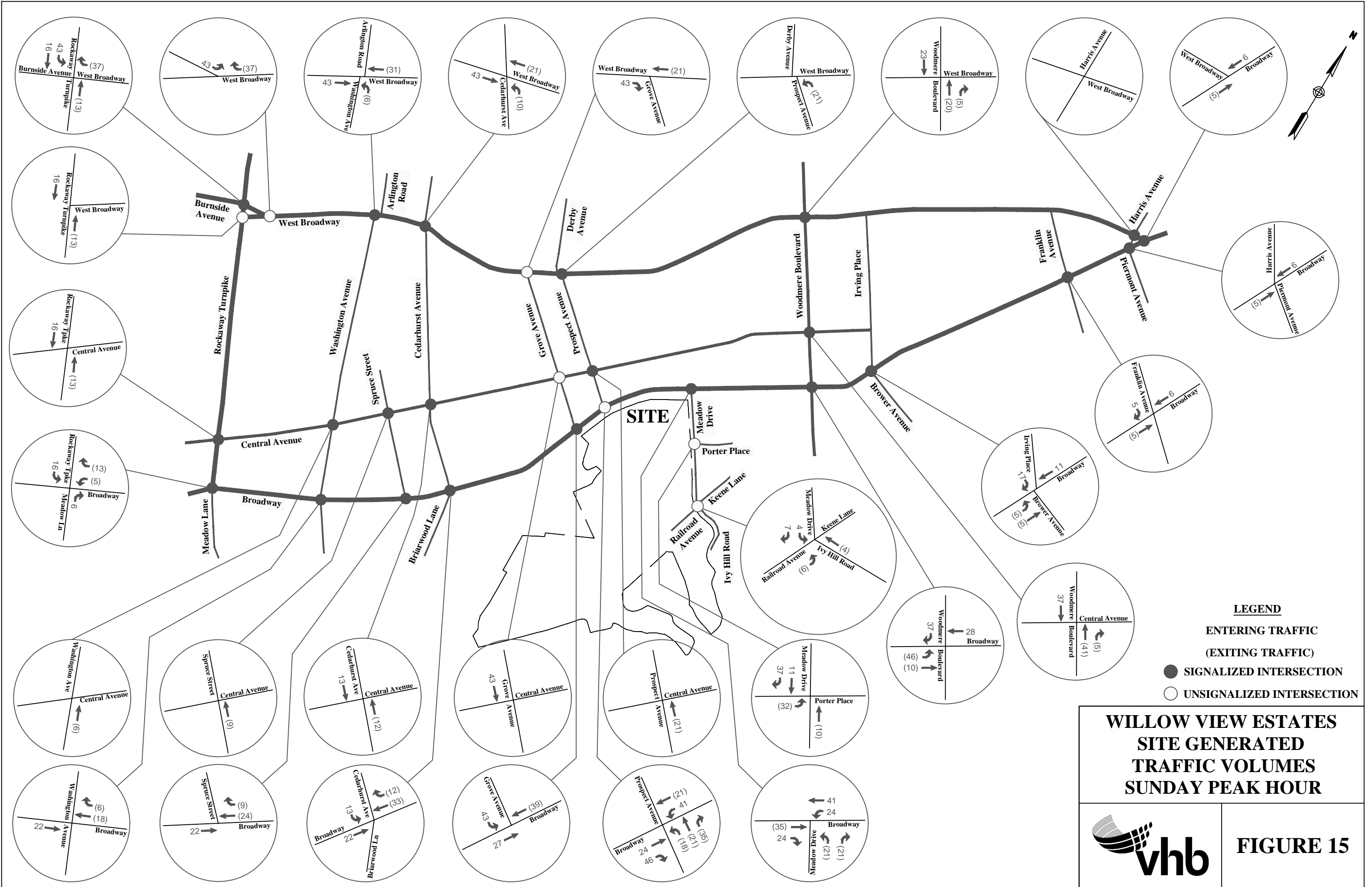
FIGURE 11

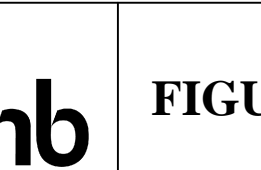
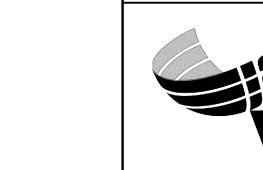
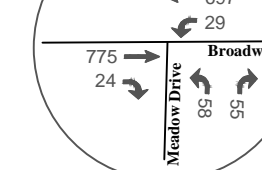
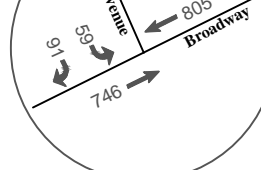
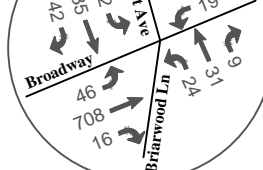
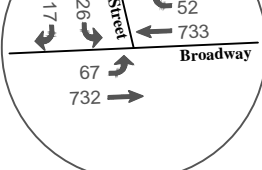
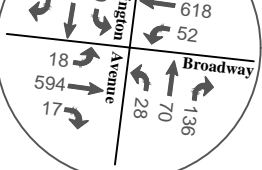
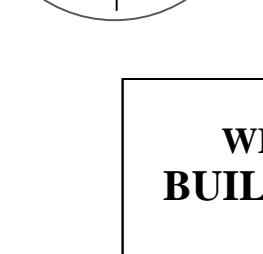
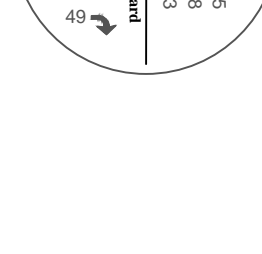
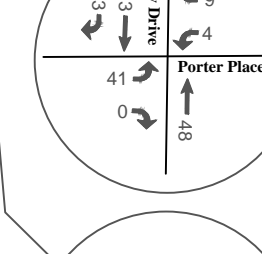
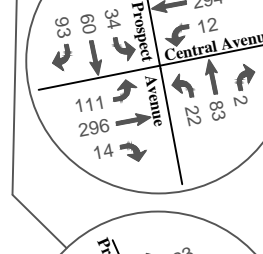
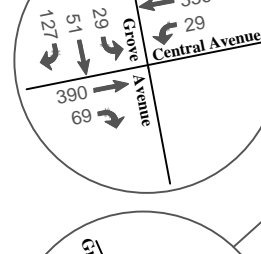
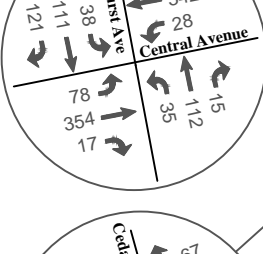
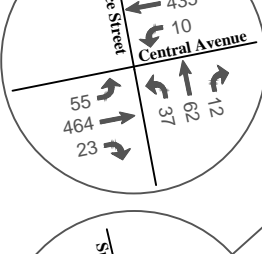
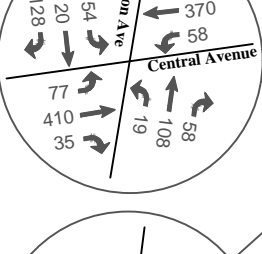
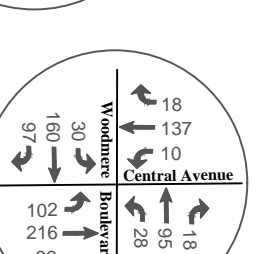
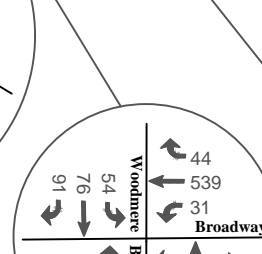
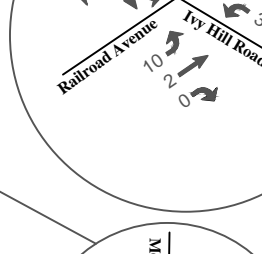
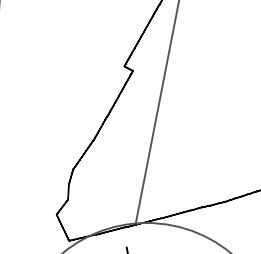
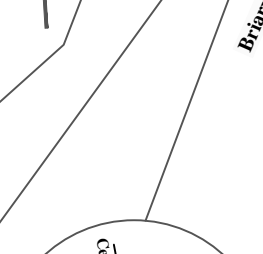
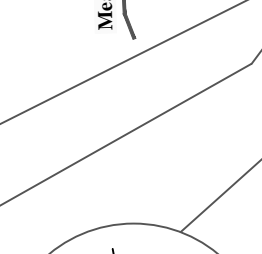
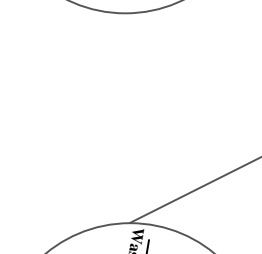
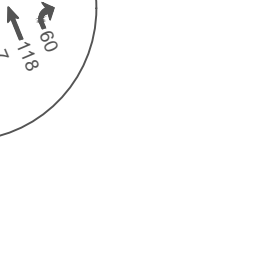
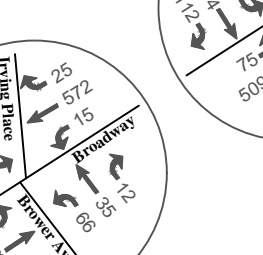
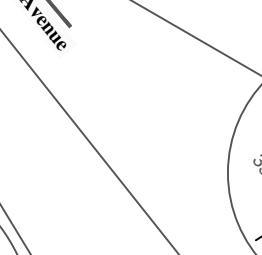
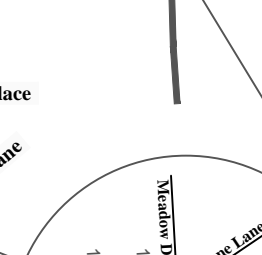
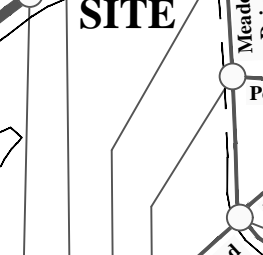
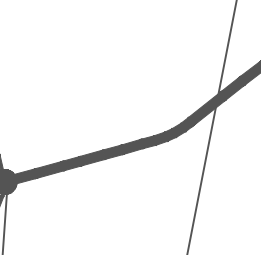
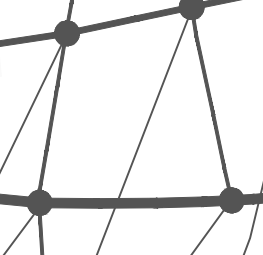
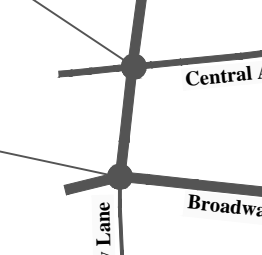
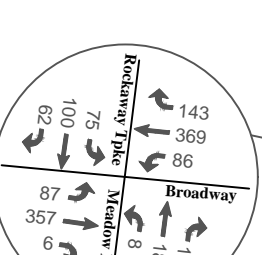
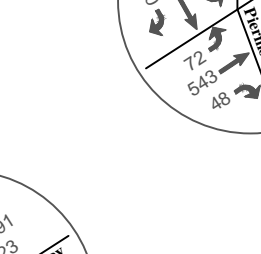
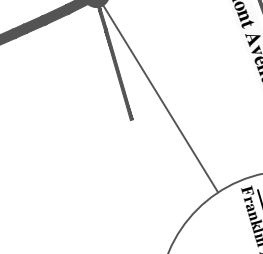
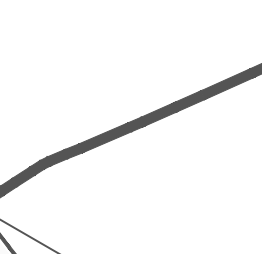
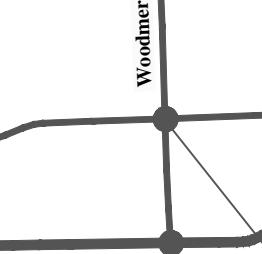
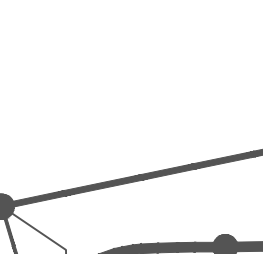
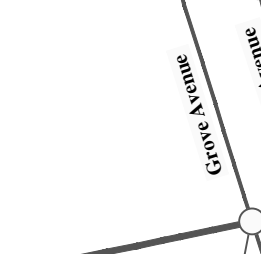
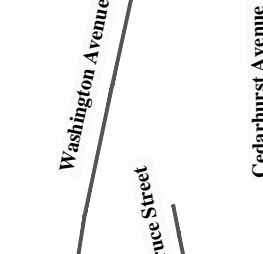
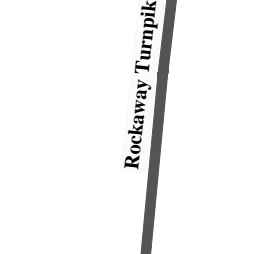
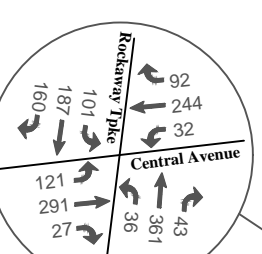
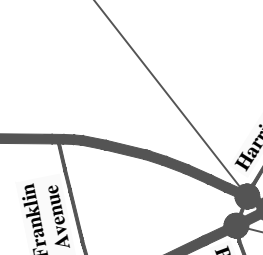
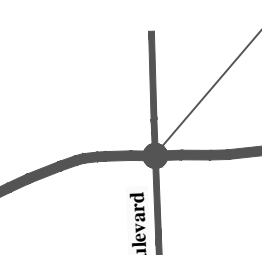
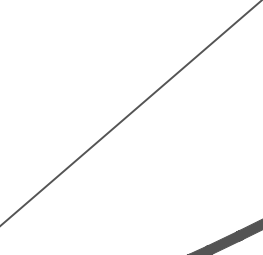
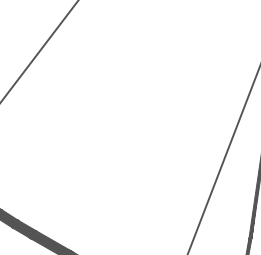
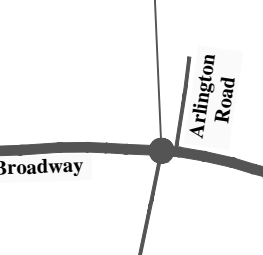
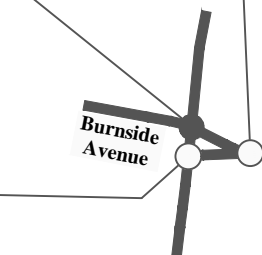
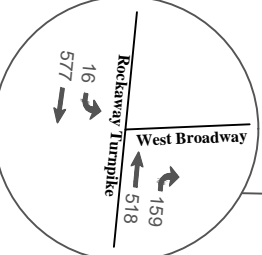
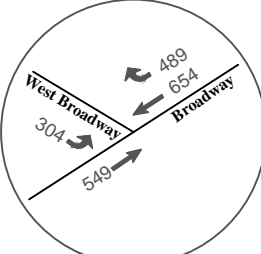
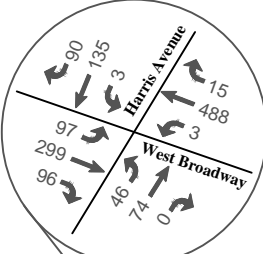
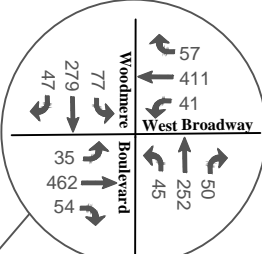
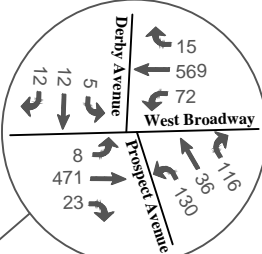
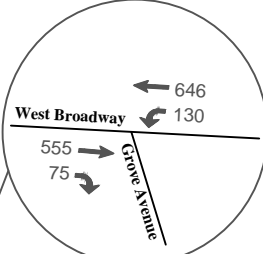
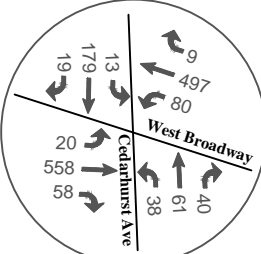
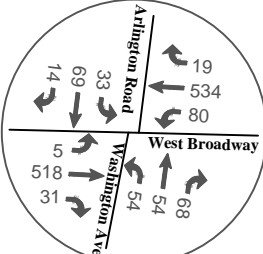
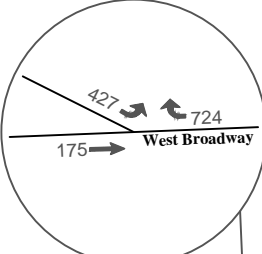
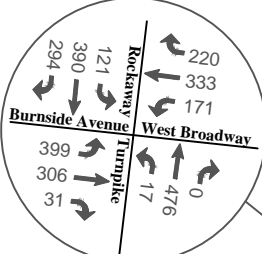
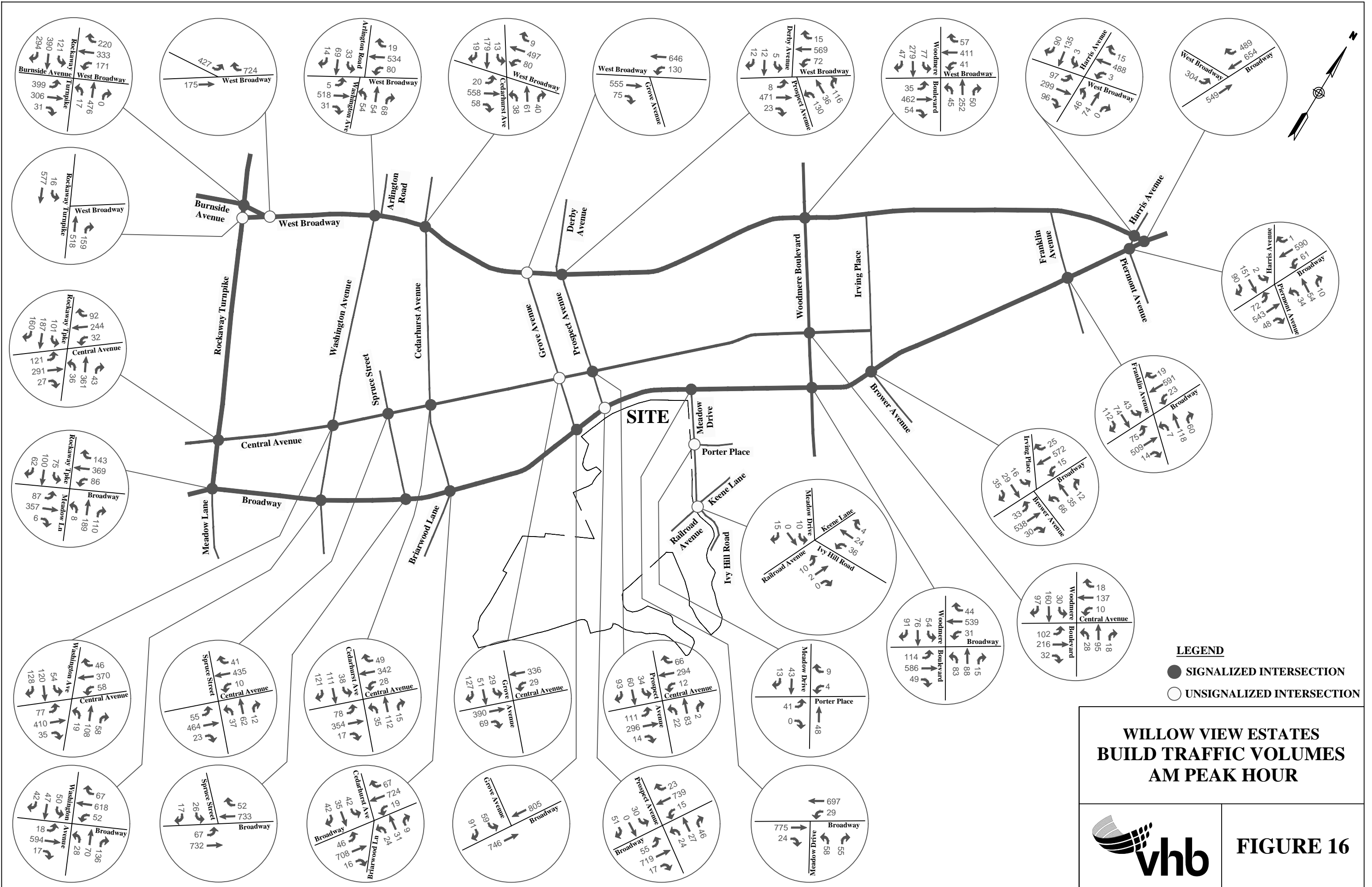


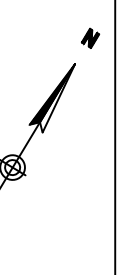
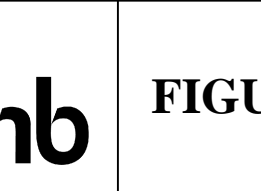
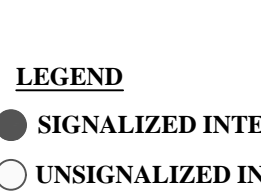
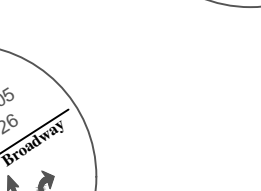
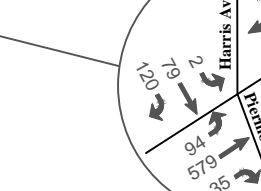
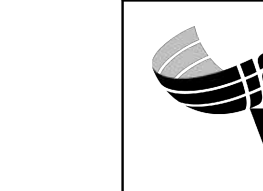
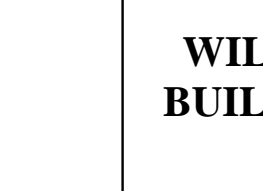
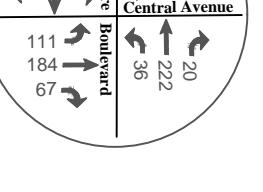
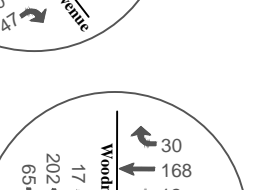
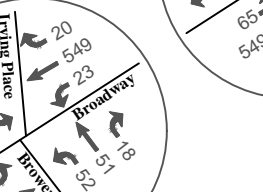
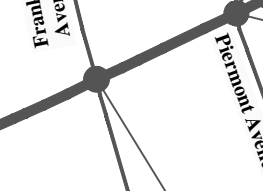
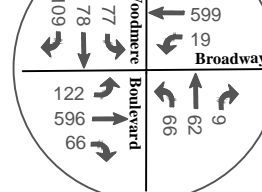
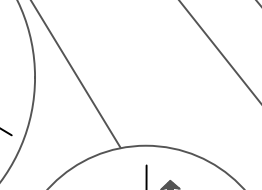
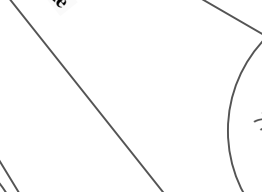
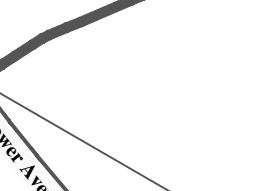
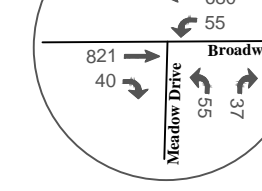
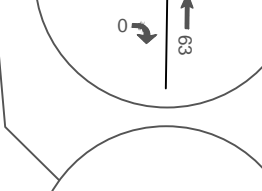
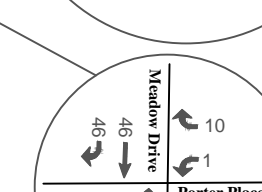
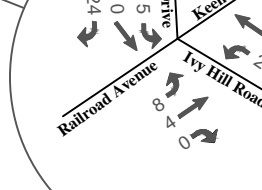
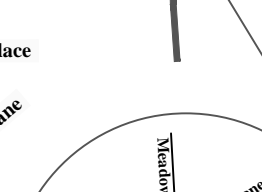
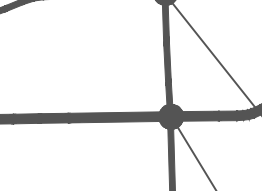
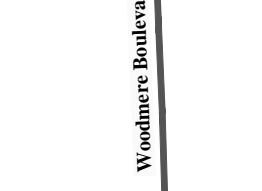
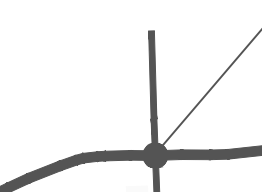
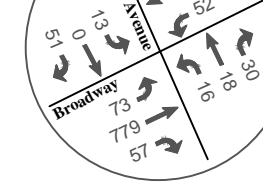
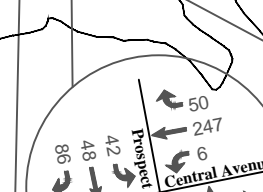
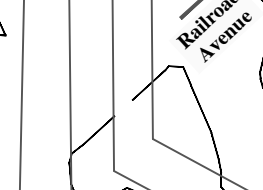
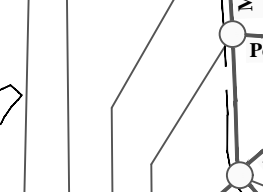
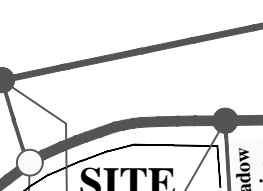
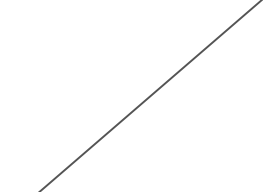
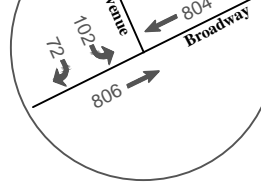
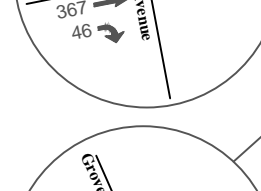
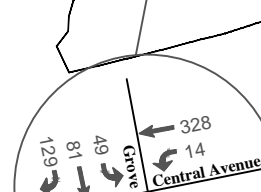
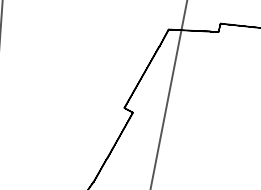
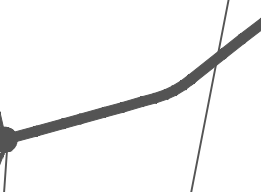
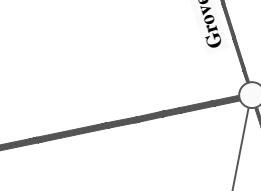
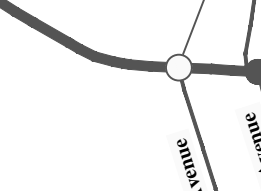
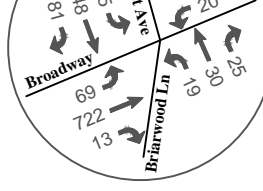
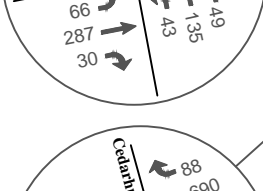
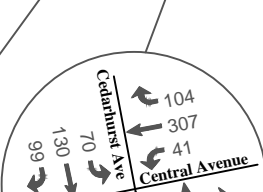
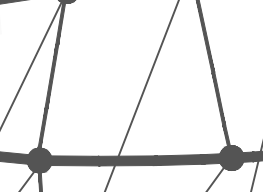
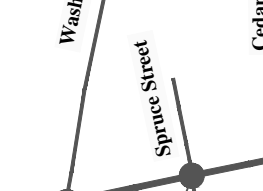
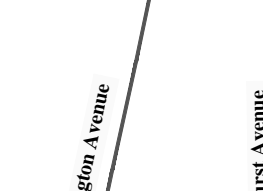
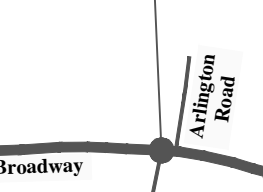
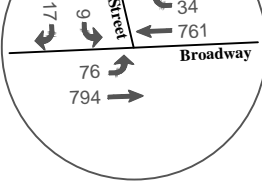
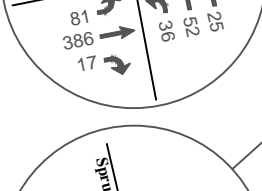
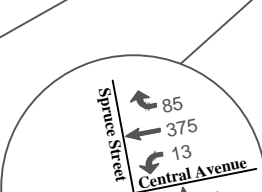
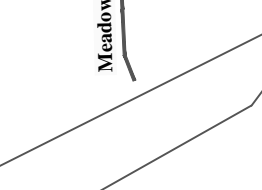
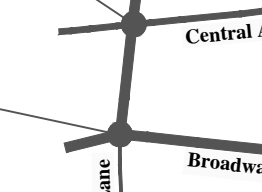
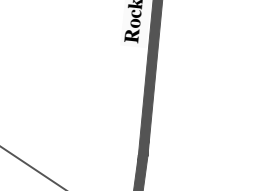
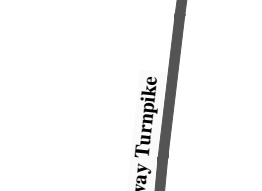
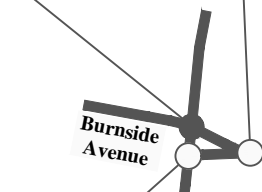
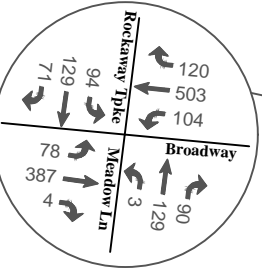
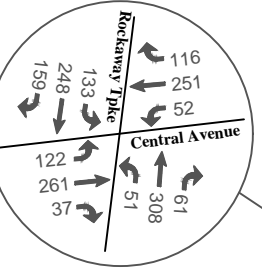
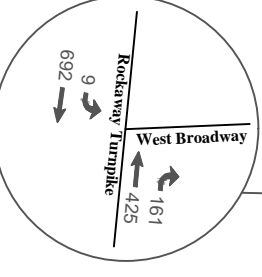
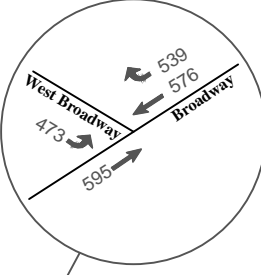
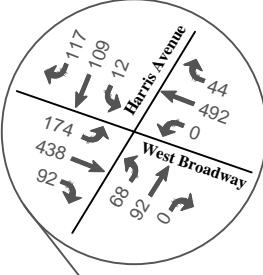
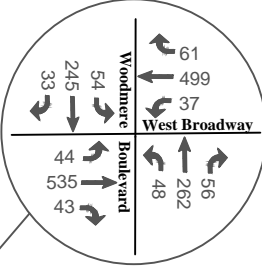
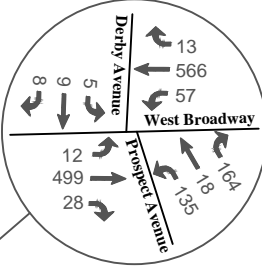
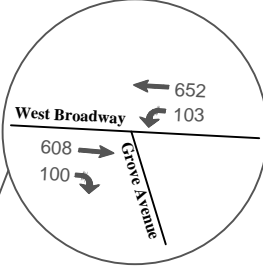
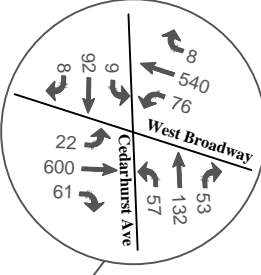
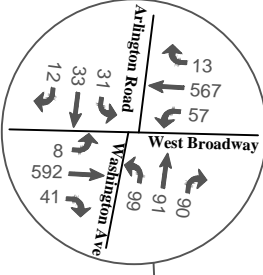
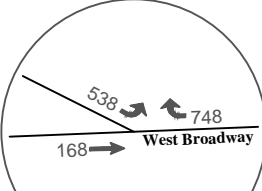
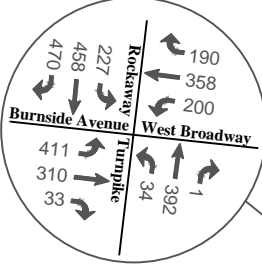
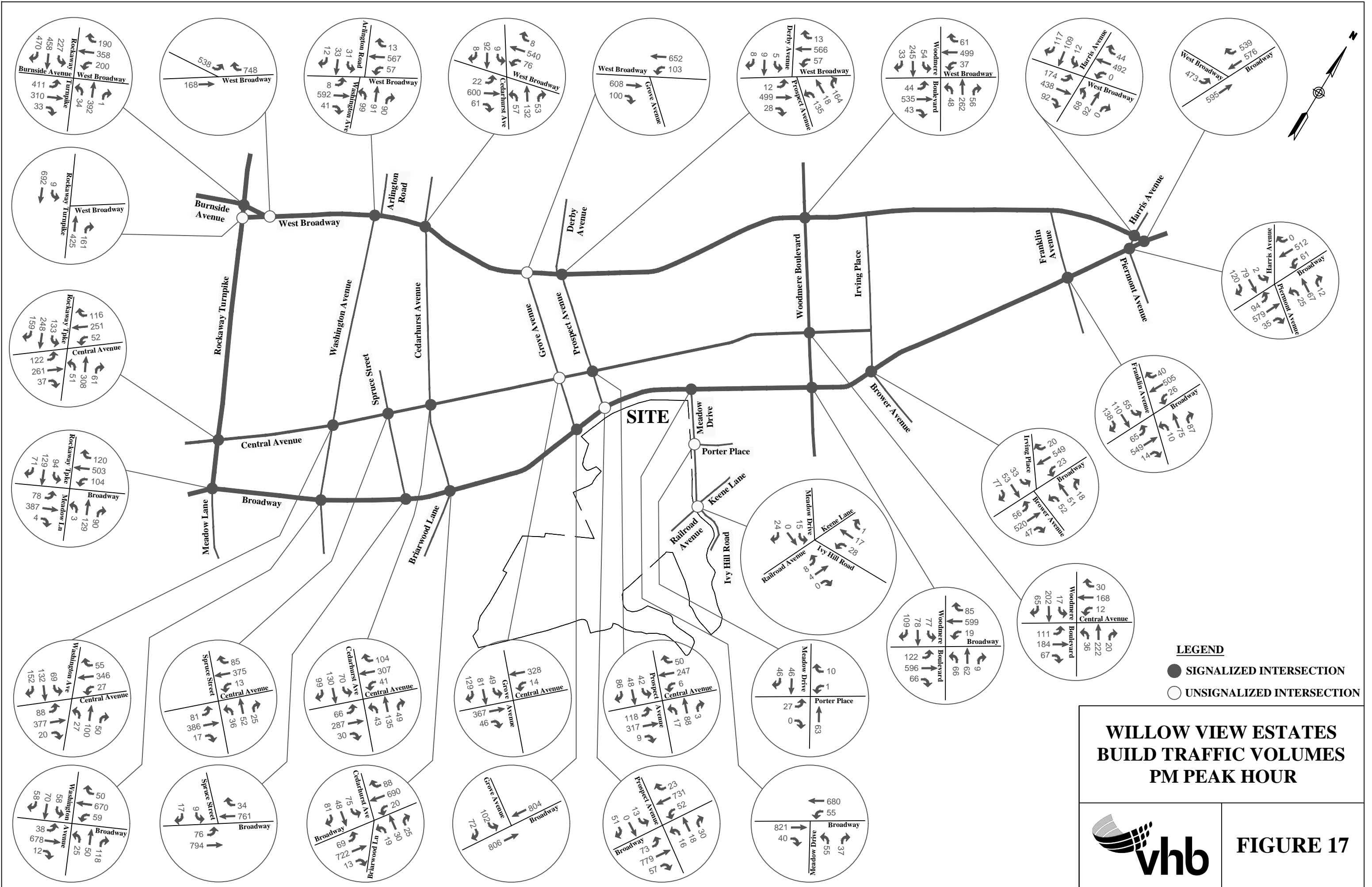


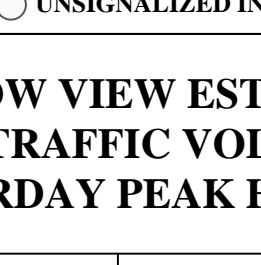
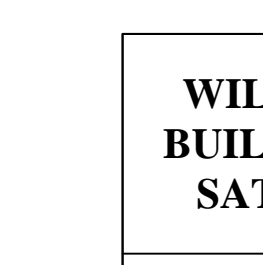
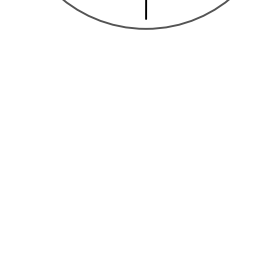
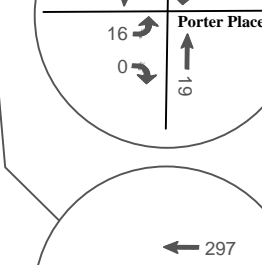
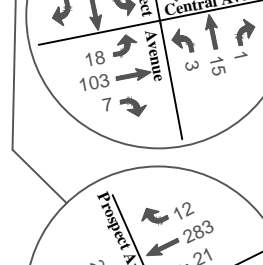
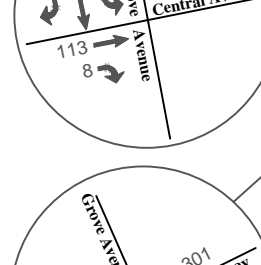
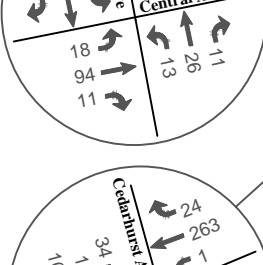
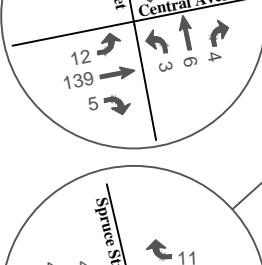
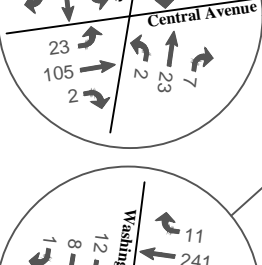
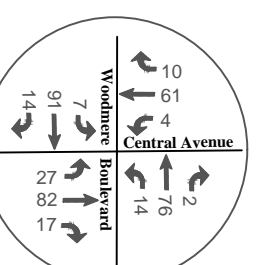
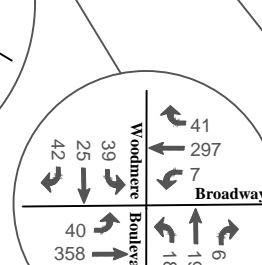
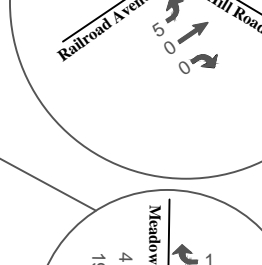
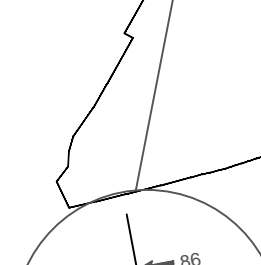
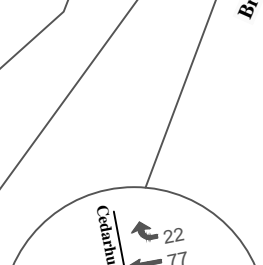
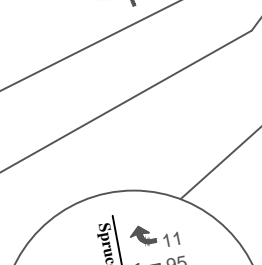
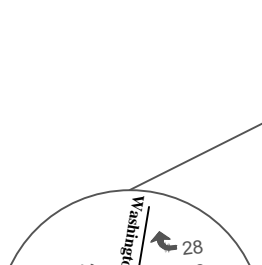
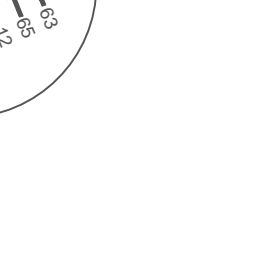
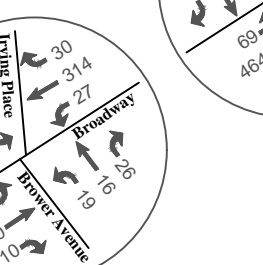
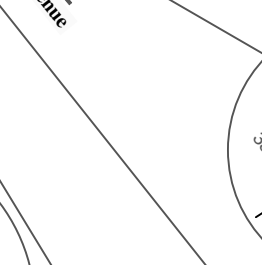
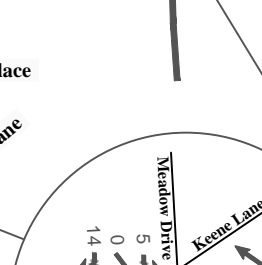
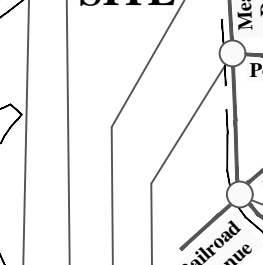
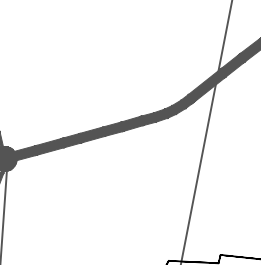
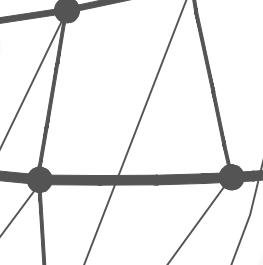
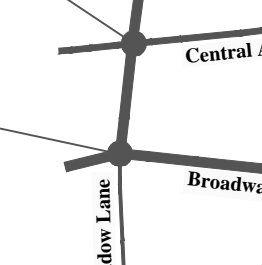
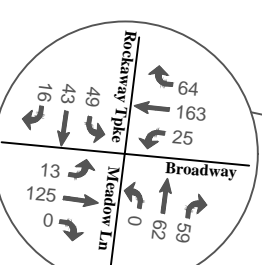
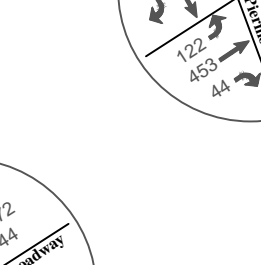
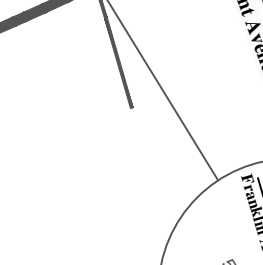
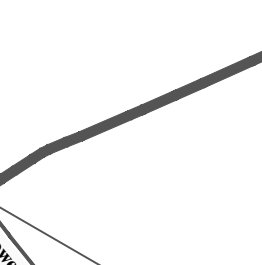
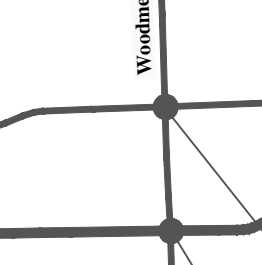
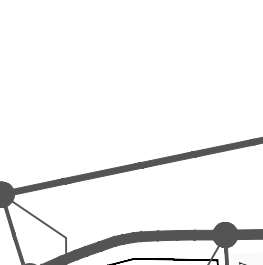
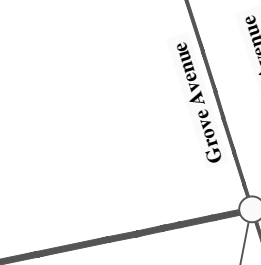
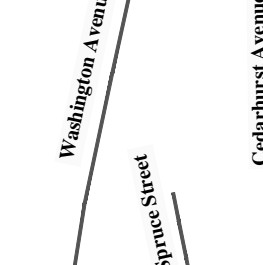
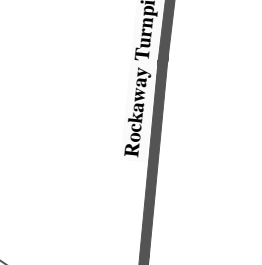
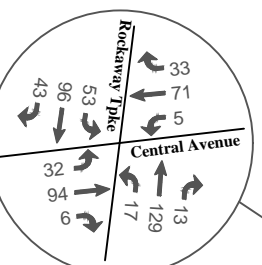
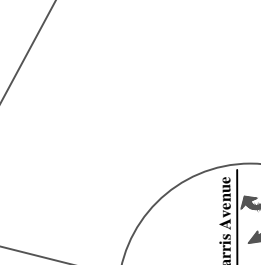
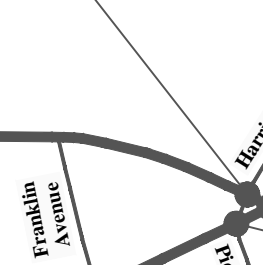
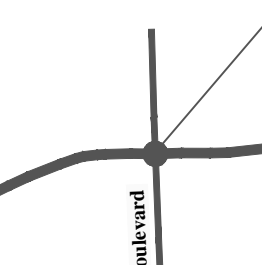
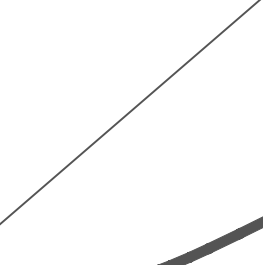
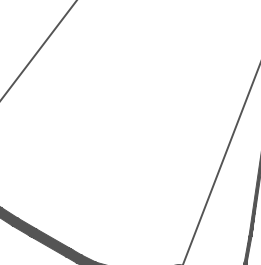
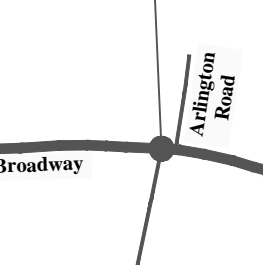
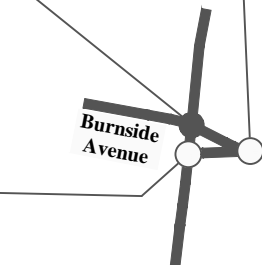
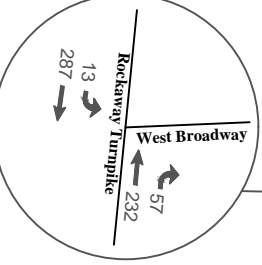
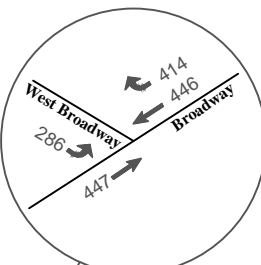
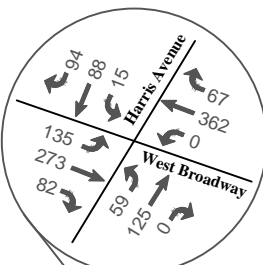
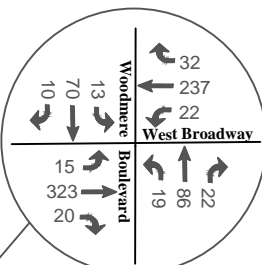
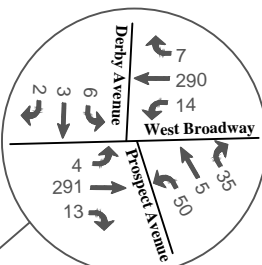
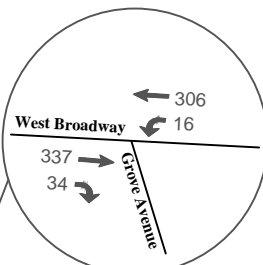
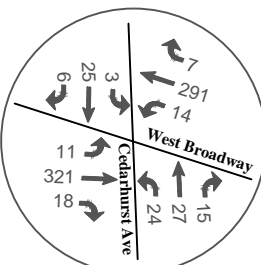
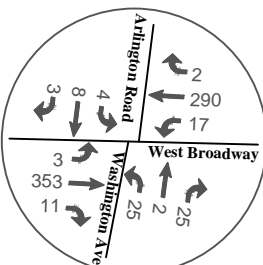
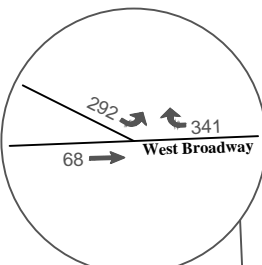
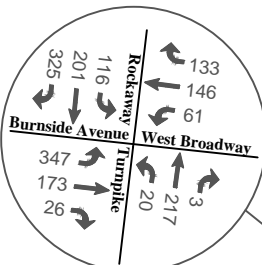
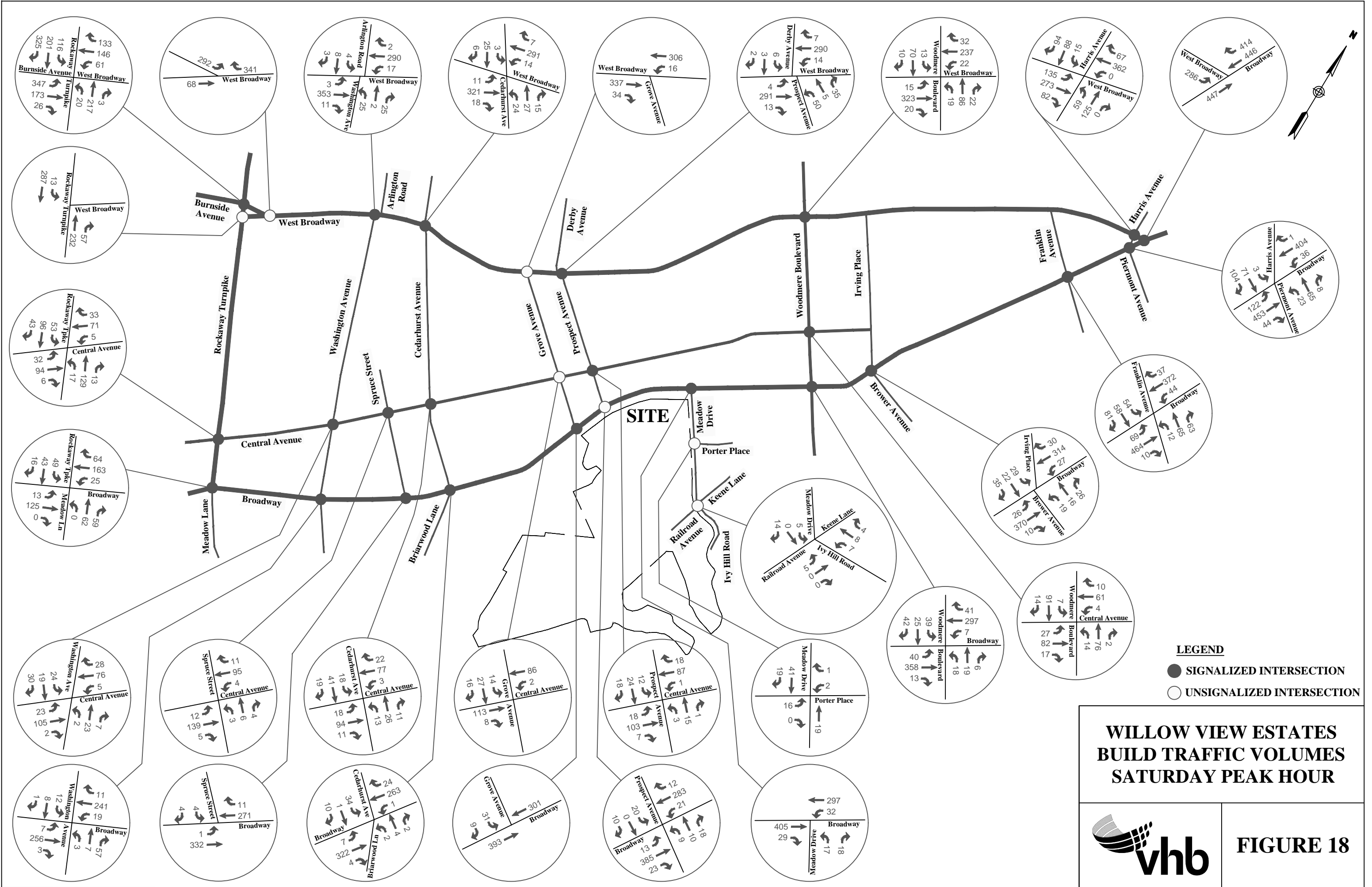


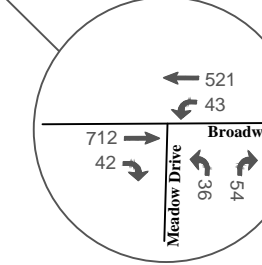
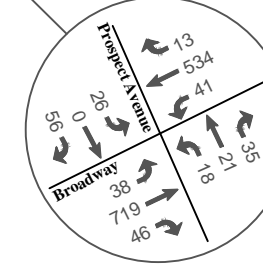
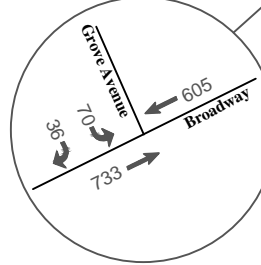
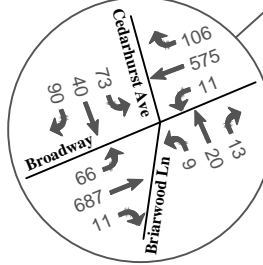
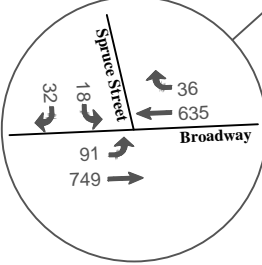
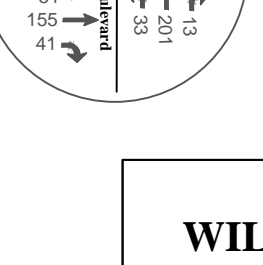
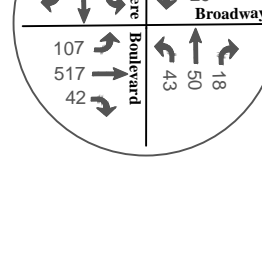
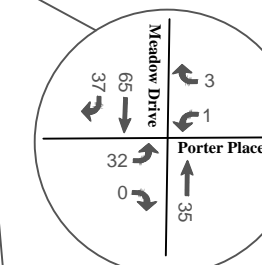
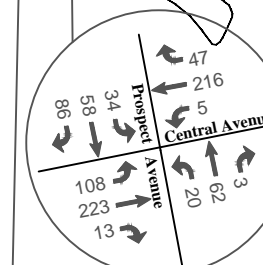
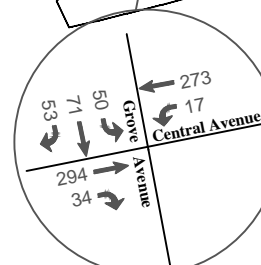
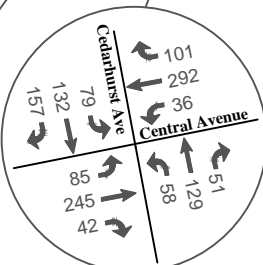
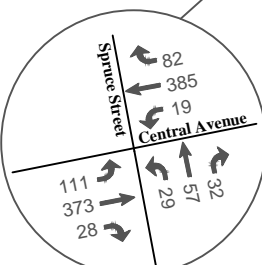
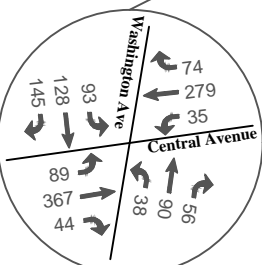
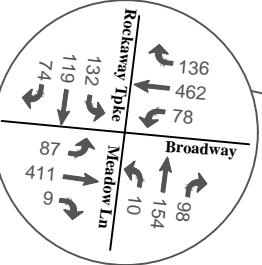
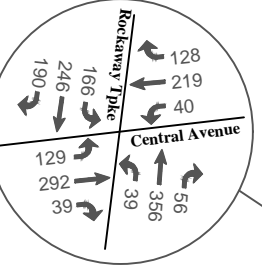
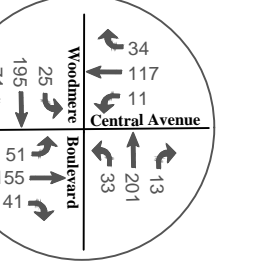
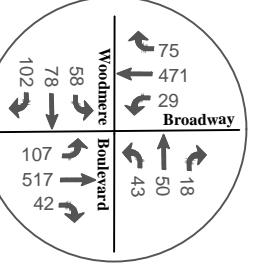
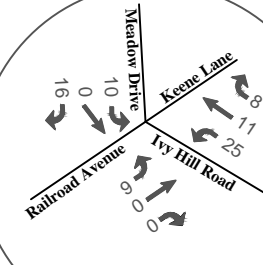
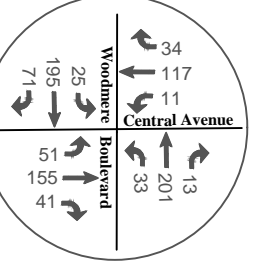
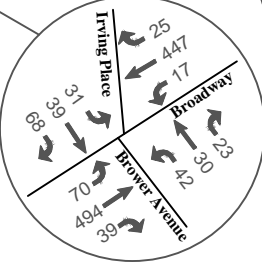
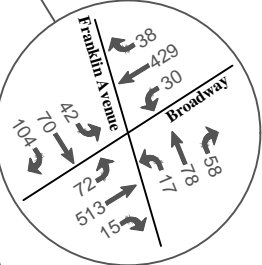
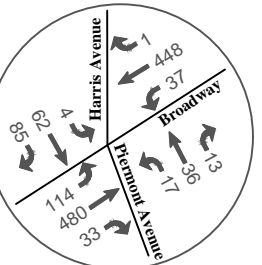
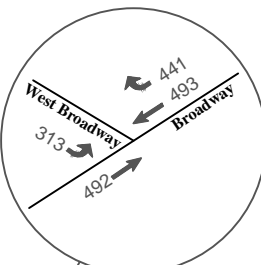
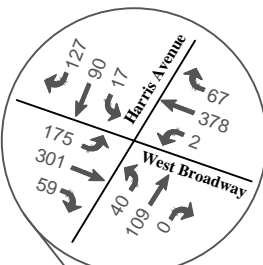
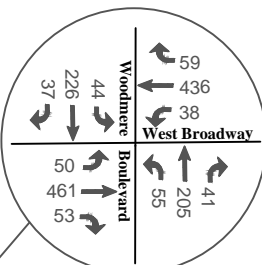
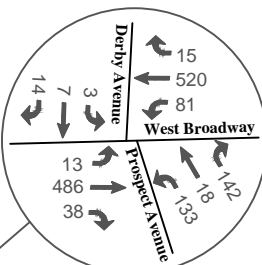
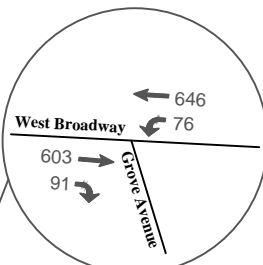
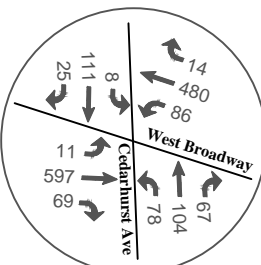
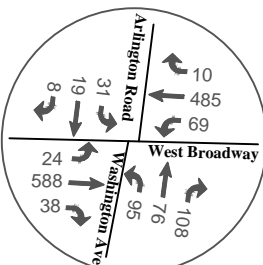
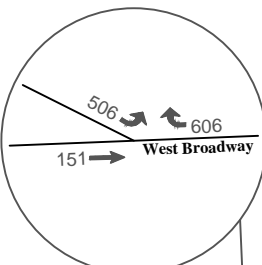
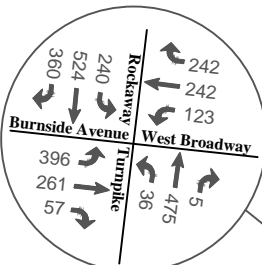
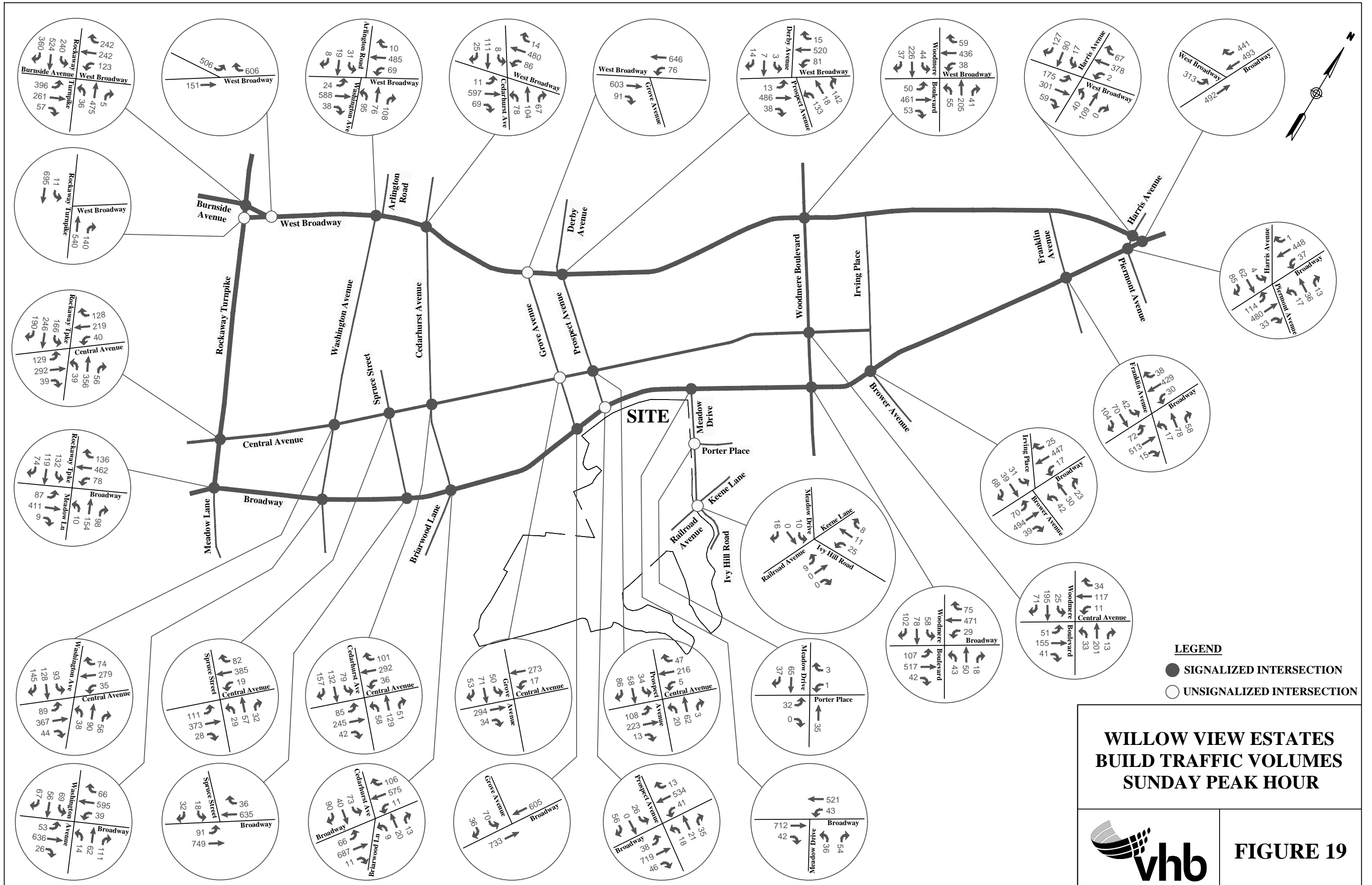












4

Traffic Operations Analysis

Measuring existing traffic volumes and projecting future traffic volumes quantifies traffic flow within the study area. To assess quality of traffic flow, roadway capacity analyses were conducted with respect to the Existing, No-Build and future Build conditions. These capacity analyses provide an indication of the adequacy of the roadway facilities to serve the anticipated traffic demands.

Level of Service and Delay Criteria

The evaluation criteria used to analyze area intersections in this traffic study are based on the 2000 & 2010 Highway Capacity Manual (HCM). The term 'level of service' (LOS) is used to denote the different operating conditions that occur at an intersection under various traffic volume loads. It is a qualitative measure that considers a number of factors including roadway geometry, speed, travel delay and freedom to maneuver. Level of service provides an index to the operational qualities of a roadway segment or an intersection. Level of service designations range from A to F, with LOS A representing the best operating conditions and LOS F representing the worst operating conditions.

In addition to LOS, vehicle delay time (expressed in seconds per vehicle) is typically used to quantify the traffic operations at intersections. For example, a delay of 15 seconds for a particular vehicular movement or approach indicates that vehicles on the movement or approach will experience an average additional travel time of 15 seconds. It should be noted that delay time has a range of values for a given LOS letter designation. Therefore, when evaluating intersection capacity results, in addition to the LOS, vehicle delay time should also be considered.

The levels of service designations, which are based on delay, are reported differently for signalized and unsignalized intersections. For signalized intersections, the analysis considers the operation of all traffic entering the intersection and the LOS designation is for overall conditions at the intersection. For unsignalized intersections, however, the analysis assumes that traffic on the mainline is not affected by traffic on

the side streets. Thus the LOS designation is for the critical movement exiting the side street, which is generally the left turn out of the side street or side driveway.

It should be noted that the analytical methodologies typically used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. The analysis methodologies also do not take into account the beneficial grouping effects caused by nearby signalized intersections. The net effect of these analysis procedures is the over-estimation of calculated delay at unsignalized intersections in the study area. Cautious judgment should therefore be exercised when interpreting the capacity analysis results at unsignalized intersections.

The level of service (LOS) definitions for both the signalized and unsignalized intersections can be found in Appendix B of the report.

Software

The capacity analyses were done using the traffic analysis software Synchro, *version 10*, a computer program developed by Trafficware Ltd. Synchro is a complete software package for modeling and optimizing traffic signal timing. Synchro adheres to and implements the guidelines and methods set forth in the 2000 Highway Capacity Manual and the 2010 Highway Capacity Manual. This analysis methodology was used to evaluate the ability of an intersection or roadway to efficiently handle the number of vehicles using the facility. Synchro was used to model and analyze the Existing, No-Build and Build conditions at the key intersections.

Level of Service Analysis

Level of service (LOS) analyses were conducted for the Existing, No-Build and future Build conditions for the study intersections for the future Build condition.

Signalized Intersection Analysis results

The results of the capacity analyses for the signalized intersections in the Existing, No-Build and future Build conditions are summarized in Tables 5, 6, 7 and 8 below, for the weekday a.m., p.m., Saturday midday, and Sunday midday periods, respectively. The detailed capacity analysis worksheets are contained in Appendix C.



Table 5 – Level of Service Summary – Signalized Intersection - AM Peak Hour (1 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022		
			Delay	LOS	Delay	LOS	Delay	LOS	
Meadow Lane/Rockaway Turnpike & Broadway	EB	LTR	13.4	B	13.9	B	14.2	B	
		Approach	13.4	B	13.9	B	14.2	B	
	WB	LTR	15.5	B	16.8	B	18.2	B	
		Approach	15.5	B	16.8	B	18.2	B	
	NB	LTR	38.2	D	38.5	D	38.1	D	
		Approach	38.2	D	38.5	D	38.1	D	
	SB	LTR	49.3	D	52.7	D	62.9	E	
		Approach	49.3	D	52.7	D	62.9	E	
	Overall			24.4	C	25.5	C	27.6	C
	Washington Avenue & Broadway	EB	LTR	11.4	B	12.2	B	12.6	B
Approach			11.4	B	12.2	B	12.6	B	
WB		LTR	16.0	B	18.4	B	19.0	B	
		Approach	16.0	B	18.4	B	19.0	B	
NB		LTR	39.1	D	39.1	D	39.1	D	
		Approach	39.1	D	39.1	D	39.1	D	
SB		LTR	33.5	C	33.4	C	33.4	C	
		Approach	33.5	C	33.4	C	33.4	C	
Overall			18.9	B	20.2	C	20.5	C	
Broadway & Spruce Street		EB	L	2.7	A	2.2	A	2.4	A
	TR		4.4	A	4.0	A	4.2	A	
	Approach		4.3	A	3.9	A	4.1	A	
	WB	LTR	2.5	A	2.7	A	2.9	A	
		Approach	2.5	A	2.7	A	2.9	A	
	SB	LR	26.6	C	27.1	C	27.1	C	
		Approach	26.6	C	27.1	C	27.1	C	
	Overall			4.0	A	4.0	A	4.2	A
Briarwood Lane/Cedarhurst Avenue & Broadway	EB	LTR	7.3	A	7.6	A	8.6	A	
		Approach	7.3	A	7.6	A	8.6	A	
	WB	LTR	10.0	B	9.3	A	8.7	A	
		Approach	10.0	B	9.3	A	8.7	A	
	NB	LTR	33.0	C	33.3	C	32.7	C	
		Approach	33.0	C	33.3	C	32.7	C	
	SB	LTR	28.7	C	29.1	C	30.0	C	
		Approach	28.7	C	29.1	C	30.0	C	
Overall			10.9	B	10.8	B	11.0	B	



Table 5 – Level of Service Summary – Signalized Intersection - AM Peak Hour (2 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Broadway & Grove Avenue	EB	LTR	5.7	A	6.1	A	5.8	A
		Approach	5.7	A	6.1	A	5.8	A
	WB	LTR	6.3	A	6.4	A	7.4	A
		Approach	6.3	A	6.4	A	7.4	A
	SB	LR	39.8	D	39.9	D	40.1	D
		Approach	39.8	D	39.9	D	40.1	D
	Overall			8.8	A	9.0	A	9.6
Meadow Drive & Broadway	EB	TR	6.5	A	7.5	A	9.7	A
		Approach	6.5	A	7.5	A	9.7	A
	WB	LT	4.5	A	5.5	A	8.3	A
		Approach	4.5	A	5.5	A	8.3	A
	NB	LR	26.6	C	26.7	C	27.2	C
		Approach	26.6	C	26.7	C	27.2	C
	Overall			6.4	A	7.3	A	10.3
Woodmere Boulevard & Broadway	EB	LTR	13.8	B	14.5	B	22.8	C
		Approach	13.8	B	14.5	B	22.8	C
	WB	LTR	8.1	A	8.7	A	9.6	A
		Approach	8.1	A	8.7	A	9.6	A
	NB	LTR	47.8	D	48.1	D	50.3	D
		Approach	47.8	D	48.1	D	50.3	D
	SB	LTR	31.8	C	31.8	C	32.1	C
Approach		31.8	C	31.8	C	32.1	C	
Overall			17.8	B	18.3	B	22.3	C
Brower Avenue/Irving Place & Broadway	EB	LTR	8.4	A	8.9	A	11.3	B
		Approach	8.4	A	8.9	A	11.3	B
	WB	LTR	5.5	A	6.1	A	6.2	A
		Approach	5.5	A	6.1	A	6.2	A
	NB	LTR	36.9	D	37.0	D	37.0	D
		Approach	36.9	D	37.0	D	37.0	D
	SB	LTR	22.1	C	21.9	C	20.9	C
Approach		22.1	C	21.9	C	20.9	C	
Overall			10.2	B	10.7	B	11.7	B



Table 5 – Level of Service Summary – Signalized Intersection – AM Peak Hour (3 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Franklin Avenue & Broadway	EB	LTR	11.0	B	11.4	B	7.8	A
		Approach	11.0	B	11.4	B	7.8	A
	WB	LTR	9.5	A	9.9	A	10.0	A
		Approach	9.5	A	9.9	A	10.0	A
	NB	LTR	37.2	D	36.7	D	36.6	D
		Approach	37.2	D	36.7	D	36.6	D
	SB	LTR	35.5	D	36.1	D	36.1	D
		Approach	35.5	D	36.1	D	36.1	D
Overall			16.7	B	17.1	B	15.8	B
Broadway & Piermont Avenue/Veterans Memorial Plaza	EB	LT	8.6	A	8.7	A	8.7	A
		R	3.2	A	3.3	A	3.3	A
		Approach	6.6	A	6.7	A	6.7	A
	WB	LTR	37.4	D	37.6	D	37.6	D
		Approach	37.4	D	37.6	D	37.6	D
	NB	LTR	24.8	C	25.1	C	25.2	C
		Approach	24.8	C	25.1	C	25.2	C
	SB	LTR	6.0	A	6.5	A	6.6	A
Approach		6.0	A	6.5	A	6.6	A	
Overall			15.4	B	15.8	B	15.9	B
Broadway & West Broadway	EB	L	7.1	A	7.0	A	7.0	A
		Approach	7.1	A	7.0	A	7.0	A
	NB	T	4.5	A	4.5	A	4.5	A
		Approach	4.5	A	4.5	A	4.5	A
	SB	T	29.6	C	30.3	C	30.4	C
		Approach	24.3	C	24.8	C	24.8	C
Overall			16.2	B	16.5	B	16.5	B
Veterans Memorial Plaza/Harris Avenue & West Broadway	EB	L	34.9	C	35.0	D	35.0	D
		TR	34.4	C	34.6	C	34.6	C
		Approach	34.5	C	34.7	C	34.7	C
	WB	LT	2.6	A	2.6	A	2.6	A
		Approach	2.5	A	2.5	A	2.5	A
	NB	LTR	44.8	D	45.3	D	45.4	D
		Approach	44.8	D	45.3	D	45.4	D
	SB	LTR	49.3	D	50.3	D	50.3	D
Approach		49.3	D	50.3	D	50.3	D	
Overall			25.9	C	26.2	C	26.2	C



Table 5 – Level of Service Summary – Signalized Intersection - AM Peak Hour (4 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Woodmere Boulevard & West Broadway	EB	LTR	14.2	B	12.5	B	12.2	B
		Approach	14.2	B	12.5	B	12.2	B
	WB	LTR	12.7	B	13.1	B	13.4	B
		Approach	12.7	B	13.1	B	13.4	B
	NB	L	26.2	C	26.2	C	26.0	C
		TR	31.8	C	31.7	C	33.9	C
		Approach	31.0	C	30.9	C	32.8	C
	SB	L	29.3	C	29.5	C	31.7	C
		TR	38.6	D	38.6	D	38.7	D
		Approach	36.8	D	36.8	D	37.4	D
Overall			21.8	C	21.4	C	22.1	C
Prospect Avenue/Derby Avenue & West Broadway	EB	LTR	5.5	A	8.3	A	9.2	A
		Approach	5.5	A	8.3	A	9.2	A
	WB	LTR	9.5	A	16.2	B	17.8	B
		Approach	9.5	A	16.2	B	17.8	B
	NB	LTR	41.7	D	42.6	D	44.7	D
		Approach	41.7	D	42.6	D	44.7	D
	SB	LTR	26.7	C	21.1	C	20.3	C
		Approach	26.7	C	21.1	C	20.3	C
Overall			11.6	B	18.2	B	20.1	C
Cedarhurst Avenue & West Broadway	EB	LTR	11.9	B	11.9	B	12.4	B
		Approach	11.9	B	11.9	B	12.4	B
	WB	LTR	5.3	A	6.6	A	7.1	A
		Approach	5.3	A	6.6	A	7.1	A
	NB	LTR	33.7	C	33.9	C	39.5	D
		Approach	33.7	C	33.9	C	39.5	D
	SB	LTR	38.8	D	39.0	D	39.1	D
		Approach	38.8	D	39.0	D	39.1	D
Overall			15.0	B	15.5	B	16.4	B
Washington Avenue/Arlington Road & West Broadway	EB	LTR	20.3	C	21.1	C	22.4	C
		Approach	20.3	C	21.1	C	22.4	C
	WB	LTR	23.2	C	24.8	C	29.9	C
		Approach	23.2	C	24.8	C	29.9	C
	NB	LTR	33.1	C	33.3	C	34.0	C
		Approach	33.1	C	33.3	C	34.0	C
	SB	LTR	36.8	D	37.1	D	37.1	D
		Approach	36.8	D	37.1	D	37.1	D
Overall			24.4	C	25.4	C	28.2	C



Table 5 – Level of Service Summary – Signalized Intersection - AM Peak Hour (5 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Rockaway Turnpike & Burnside Avenue/West Broadway	EB	L	58.9	E	59.5	E	60.3	E
		LTR	50.4	D	50.6	D	51.1	D
		Approach	53.2	D	53.6	D	54.1	D
	WB	LT	55.9	E	56.1	E	56.1	E
		R	15.2	B	16.0	B	20.0	B
		Approach	45.5	D	45.9	D	45.1	D
	NB	L	24.6	C	25.1	C	24.6	C
		T	28.3	C	28.6	C	28.6	C
		Approach	28.2	C	28.5	C	28.5	C
	SB	L	23.4	C	23.9	C	24.4	C
		T	28.1	C	28.8	C	28.8	C
		R	3.8	A	4.1	A	4.1	A
		Approach	18.4	B	18.9	B	19.1	B
	Overall			36.6	D	37.0	D	37.0
Rockaway Turnpike & Central Avenue	EB	L	26.9	C	26.9	C	26.9	C
		TR	37.7	D	37.6	D	37.7	D
		Approach	34.7	C	34.7	C	34.7	C
	WB	L	20.7	C	20.5	C	20.5	C
		TR	56.9	E	57.2	E	57.2	E
		Approach	53.8	D	54.0	D	54.0	D
	NB	L	19.0	B	19.2	B	19.3	B
		TR	38.1	D	39.3	D	40.3	D
		Approach	36.5	D	37.5	D	38.6	D
	SB	L	15.9	B	16.9	B	17.3	B
		TR	21.7	C	24.1	C	24.4	C
		Approach	20.3	C	22.4	C	22.8	C
Overall			35.5	D	36.4	D	36.8	D
Washington Avenue & Central Avenue	EB	LTR	23.2	C	24.7	C	24.7	C
		Approach	23.2	C	24.7	C	24.7	C
	WB	LTR	19.5	B	20.4	C	20.4	C
		Approach	19.5	B	20.4	C	20.4	C
	NB	LTR	17.6	B	17.8	B	18.0	B
		Approach	17.6	B	17.8	B	18.0	B
	SB	LTR	24.6	C	25.2	C	25.2	C
		Approach	24.6	C	25.2	C	25.2	C
Overall			21.6	C	22.6	C	22.6	C

Table 5 – Level of Service Summary – Signalized Intersection - AM Peak Hour (6 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Spruce Street & Central Avenue	EB	LTR	12.4	B	12.7	B	12.8	B
		Approach	12.4	B	12.7	B	12.8	B
	WB	LTR	10.3	B	10.4	B	10.5	B
		Approach	10.3	B	10.4	B	10.5	B
	NB	LTR	15.6	B	15.9	B	16.1	B
		Approach	15.6	B	15.9	B	16.1	B
	Overall		11.8	B	12.0	B	12.1	B
Cedarhurst Avenue & Central Avenue	EB	LTR	13.8	B	14.2	B	14.4	B
		Approach	13.8	B	14.2	B	14.4	B
	WB	LTR	12.3	B	12.7	B	12.8	B
		Approach	12.3	B	12.7	B	12.8	B
	NB	LTR	15.6	B	15.7	B	16.0	B
		Approach	15.6	B	15.7	B	16.0	B
	SB	LTR	21.0	C	21.2	C	21.3	C
		Approach	21.0	C	21.2	C	21.3	C
Overall		15.0	B	15.3	B	15.5	B	
Prospect Avenue & Central Avenue	EB	LTR	11.8	B	16.3	B	16.9	B
		Approach	11.8	B	16.3	B	16.9	B
	WB	LTR	10.9	B	11.1	B	11.3	B
		Approach	10.9	B	11.1	B	11.3	B
	NB	LTR	13.8	B	16.6	B	17.2	B
		Approach	13.8	B	16.6	B	17.2	B
	SB	LTR	18.3	B	21.2	C	20.9	C
		Approach	18.3	B	21.2	C	20.9	C
Overall		12.9	B	15.3	B	15.7	B	
Woodmere Boulevard & Central Avenue	EB	LTR	10.3	B	10.6	B	11.1	B
		Approach	10.3	B	10.6	B	11.1	B
	WB	LTR	7.5	A	7.6	A	7.9	A
		Approach	7.5	A	7.6	A	7.9	A
	NB	LTR	11.9	B	11.9	B	13.0	B
		Approach	11.9	B	11.9	B	13.0	B
	SB	LTR	18.4	B	18.4	B	18.4	B
		Approach	18.4	B	18.4	B	18.4	B
Overall		12.5	B	12.6	B	13.0	B	

The capacity analysis results at the signalized study intersections during the a.m. peak hour are discussed below:

Meadow Lane/Rockaway Turnpike at Broadway: This intersection operates at an overall intersection LOS C during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases 2.1 seconds as a result of the site generated traffic. There is a drop in LOS from D to E for the southbound turning movements but it is not considered significant as it was near the threshold in the No-Build condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of E or better.

Washington Avenue at Broadway: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition and degrades to a LOS C in the No-Build and Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by less than 0.3 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Spruce Street: This intersection operates at an overall intersection LOS A during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Cedarhurst Avenue/Briarwood Lane at Broadway: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Grove Avenue: This intersection operates at an overall intersection LOS A during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.6 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Meadow Drive: This intersection operates at an overall intersection LOS A during the weekday a.m. peak hour in the Existing Condition and the No-Build and degrades to a LOS B in the Build conditions analyzed, which is below capacity. The Build LOS increases by 3 seconds relative to the No-Build condition, which is minimal and not noticeable to drivers. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Woodmere Boulevard: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition and the No-Build conditions and degrades to an overall intersection LOS C in the Build condition analyzed which is below capacity. The Build LOS increases by only 4 seconds as a result of the site generated traffic relative to the No-Build Condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better. Despite the degradation in LOS, the increase in delay is small.

Broadway at Irving Place/Brower Avenue: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 1.0 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Franklin Avenue: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay decreases by 1.3 seconds as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

It should be noted that the operation of this intersection improves in the future condition, despite minor increases to the level of traffic associated with that to be generated by the proposed development. This is due to the interaction of the operation of this intersection based on the future operation of the intersections upstream in both directions of travel; changes to the timings and volumes at other locations can impact the manner in which traffic arrives at other locations, which improves the operation calculated by the Synchro Software.

Broadway at Piermont Avenue/Veterans Memorial Plaza: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at W. Broadway: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Veteran's Memorial Plaza/Harris Avenue at W. Broadway: This intersection operates at an overall intersection LOS C during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Woodmere Boulevard at W. Broadway: This intersection operates at an overall intersection LOS C during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.7 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Prospect Avenue/Derby Avenue: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition and the No-Build conditions and degrades to an overall intersection LOS C in the Build condition analyzed which is below capacity. The Build LOS increases by 1.9 seconds as a result of the site generated traffic relative to the No-Build Condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better. Despite the degradation in LOS, the intersection will continue to operate below capacity in the Build condition and it is our opinion that mitigation is not warranted.

W. Broadway at Cedarhurst Avenue: This intersection operates at an overall intersection LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.9 seconds, which is imperceptible, as a result of the site generated traffic. There is a drop in LOS from C to D for the northbound turning movements but is not considered significant as it was near the threshold in the No-Build condition. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Washington Avenue/Arlington Road: This intersection operates at an overall intersection LOS C during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 2.8 seconds as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Rockaway Turnpike at W. Broadway/Burnside Avenue: This intersection operates at an overall intersection LOS D during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection



delay does not increase as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Rockaway Turnpike at Central Avenue: This intersection operates at an overall intersection LOS D during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 2.4 seconds as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Central Avenue at Washington Avenue: This intersection operates at an overall intersection LOS C during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Spruce Street: This intersection operates at an overall LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 second, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Cedarhurst Avenue: This intersection operates at an overall LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Prospect Avenue: This intersection operates at an overall LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.4 seconds, which is imperceptible, as a result of site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Woodmere Boulevard: This intersection operates at an overall LOS B during the weekday a.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.4 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.



Table 6 – Level of Service Summary – Signalized Intersection - PM Peak Hour (1 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022		
			Delay	LOS	Delay	LOS	Delay	LOS	
Meadow Lane/Rockaway Turnpike & Broadway	EB	LTR	11.7	B	12.3	B	13.4	B	
		Approach	11.7	B	12.3	B	13.4	B	
	WB	LTR	18.3	B	19.1	B	21.4	C	
		Approach	18.3	B	19.1	B	21.4	C	
	NB	LTR	30.6	C	30.3	C	28.3	C	
		Approach	30.6	C	30.3	C	28.3	C	
	SB	LTR	46.9	D	47.4	D	50.6	D	
		Approach	46.9	D	47.4	D	50.6	D	
	Overall			22.7	C	23.3	C	25.1	C
	Washington Avenue & Broadway	EB	LTR	10.4	B	11.1	B	11.8	B
Approach			10.4	B	11.1	B	11.8	B	
WB		LTR	14.6	B	15.4	B	17.1	B	
		Approach	14.6	B	15.4	B	17.1	B	
NB		LTR	39.7	D	39.8	D	39.8	D	
		Approach	39.7	D	39.8	D	39.8	D	
SB		LTR	44.4	D	44.8	D	44.8	D	
		Approach	44.4	D	44.8	D	44.8	D	
Overall			18.6	B	19.3	B	20.1	C	
Broadway & Spruce Street		EB	L	2.1	A	2.0	A	1.9	A
	TR		2.4	A	2.4	A	2.3	A	
	Approach		2.4	A	2.4	A	2.3	A	
	WB	LTR	3.6	A	3.4	A	3.6	A	
		Approach	3.6	A	3.4	A	3.6	A	
	SB	LR	22.5	C	22.5	C	22.5	C	
		Approach	22.5	C	22.5	C	22.5	C	
	Overall			3.3	A	3.2	A	3.2	A
Briarwood Lane/Cedarhurst Avenue & Broadway	EB	LTR	11.8	B	13.4	B	13.9	B	
		Approach	11.8	B	13.4	B	13.9	B	
	WB	LTR	14.5	B	14.2	B	13.4	B	
		Approach	14.5	B	14.2	B	13.4	B	
	NB	LTR	23.5	C	24.1	C	21.8	C	
		Approach	23.5	C	24.1	C	21.8	C	
	SB	LTR	31.2	C	31.4	C	33.1	C	
		Approach	31.2	C	31.4	C	33.1	C	
	Overall			15.5	B	16.1	B	16.1	B



Table 6 – Level of Service Summary – Signalized Intersection - PM Peak Hour (2 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Broadway & Grove Avenue	EB	LTR	6.2	A	6.2	A	8.1	A
		Approach	6.2	A	6.2	A	8.1	A
	WB	LTR	5.0	A	5.3	A	6.5	A
		Approach	5.0	A	5.3	A	6.5	A
	SB	LR	39.1	D	39.2	D	39.6	D
		Approach	39.1	D	39.2	D	39.6	D
	Overall			8.0	A	8.2	A	10.4
Meadow Drive & Broadway	EB	TR	5.0	A	6.6	A	7.4	A
		Approach	5.0	A	6.6	A	7.4	A
	WB	LT	3.0	A	3.7	A	7.0	A
		Approach	3.0	A	3.7	A	7.0	A
	NB	LR	29.5	C	29.7	C	28.8	C
		Approach	29.5	C	29.7	C	28.8	C
	Overall			5.0	A	6.2	A	8.4
Woodmere Boulevard & Broadway	EB	LTR	18.7	B	17.5	B	23.0	C
		Approach	18.7	B	17.5	B	23.0	C
	WB	LTR	9.1	A	8.7	A	12.1	B
		Approach	9.1	A	8.7	A	12.1	B
	NB	LTR	38.2	D	38.6	D	38.1	D
		Approach	38.2	D	38.6	D	38.1	D
	SB	LTR	35.8	D	36.2	D	35.1	D
Approach		35.8	D	36.2	D	35.1	D	
Overall			18.7	B	18.4	B	21.7	C
Brower Avenue/Irving Place & Broadway	EB	LTR	8.5	A	8.9	A	9.7	A
		Approach	8.5	A	8.9	A	9.7	A
	WB	LTR	7.0	A	7.5	A	7.5	A
		Approach	7.0	A	7.5	A	7.5	A
	NB	LTR	39.2	D	39.9	D	42.9	D
		Approach	39.2	D	39.9	D	42.9	D
	SB	LTR	28.2	C	28.4	C	27.7	C
Approach		28.2	C	28.4	C	27.7	C	
Overall			12.4	B	12.8	B	13.5	B



Table 6 – Level of Service Summary – Signalized Intersection – PM Peak Hour (3 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Franklin Avenue & Broadway	EB	LTR	11.3	B	11.8	B	12.4	B
		Approach	11.3	B	11.8	B	12.4	B
	WB	LTR	10.8	B	11.3	B	11.5	B
		Approach	10.8	B	11.3	B	11.5	B
	NB	LTR	29.8	C	29.4	C	29.1	C
		Approach	29.8	C	29.4	C	29.1	C
	SB	LTR	36.3	D	36.1	D	36.2	D
		Approach	36.3	D	36.1	D	36.2	D
Overall			17.5	B	17.8	B	18.1	B
Broadway & Piermont Avenue/Veterans Memorial Plaza	EB	LT	6.2	A	6.5	A	6.5	A
		R	3.5	A	3.9	A	3.9	A
		Approach	4.6	A	4.9	A	4.9	A
	WB	LTR	37.4	D	38.1	D	38.2	D
		Approach	37.4	D	38.1	D	38.2	D
	NB	LTR	26.4	C	26.6	C	26.6	C
		Approach	26.4	C	26.6	C	26.6	C
	SB	LTR	5.3	A	5.5	A	5.5	A
Approach		5.3	A	5.5	A	5.5	A	
Overall			16.8	B	17.0	B	17.0	B
Broadway & West Broadway	EB	L	9.1	A	9.3	A	9.3	A
		Approach	9.1	A	9.3	A	9.3	A
	NB	T	4.7	A	4.7	A	4.7	A
		Approach	4.7	A	4.7	A	4.7	A
	SB	T	30.5	C	30.8	C	30.7	C
		Approach	24.7	C	24.9	C	24.8	C
Overall			15.8	B	16.0	B	15.9	B
Veterans Memorial Plaza/Harris Avenue & West Broadway	EB	L	41.9	D	43.3	D	43.4	D
		TR	37.4	D	38.1	D	38.2	D
		Approach	38.5	D	39.4	D	39.5	D
	WB	LT	2.0	A	2.0	A	2.0	A
		Approach	1.9	A	1.9	A	1.9	A
	NB	LTR	51.1	D	53.7	D	53.8	D
		Approach	51.1	D	53.7	D	53.8	D
	SB	LTR	53.6	D	56.5	E	56.7	E
Approach		53.6	D	56.5	E	56.7	E	
Overall			29.9	C	31.0	C	31.1	C

Table 6 – Level of Service Summary – Signalized Intersection - PM Peak Hour (4 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Woodmere Boulevard & West Broadway	EB	LTR	9.5	A	10.1	B	10.9	B
		Approach	9.5	A	10.1	B	10.9	B
	WB	LTR	12.7	B	13.1	B	13.7	B
		Approach	12.7	B	13.1	B	13.7	B
	NB	L	25.6	C	25.7	C	25.9	C
		TR	38.5	D	38.9	D	39.6	D
		Approach	36.7	D	37.1	D	37.8	D
	SB	L	29.1	C	29.6	C	29.8	C
		TR	32.6	C	32.7	C	33.6	C
		Approach	32.0	C	32.1	C	33.0	C
Overall			19.2	B	19.7	B	20.7	C
Prospect Avenue/Derby Avenue & West Broadway	EB	LTR	5.8	A	6.8	A	6.3	A
		Approach	5.8	A	6.8	A	6.3	A
	WB	LTR	9.9	A	20.1	C	20.9	C
		Approach	9.9	A	20.1	C	20.9	C
	NB	LTR	41.3	D	43.7	D	45.2	D
		Approach	41.3	D	43.7	D	45.2	D
	SB	LTR	26.2	C	20.0	C	19.8	B
		Approach	26.2	C	20.0	C	19.8	B
Overall			11.7	B	20.0	C	20.8	C
Cedarhurst Avenue & West Broadway	EB	LTR	6.9	A	7.0	A	8.4	A
		Approach	6.9	A	7.0	A	8.4	A
	WB	LTR	10.9	B	7.0	A	8.7	A
		Approach	10.9	B	7.0	A	8.7	A
	NB	LTR	39.2	D	39.1	D	39.1	D
		Approach	39.2	D	39.1	D	39.1	D
	SB	LTR	27.2	C	27.0	C	26.4	C
		Approach	27.2	C	27.0	C	26.4	C
Overall			14.6	B	13.2	B	14.2	B
Washington Avenue/Arlington Road & West Broadway	EB	LTR	22.2	C	23.0	C	25.4	C
		Approach	22.2	C	23.0	C	25.4	C
	WB	LTR	22.9	C	25.7	C	27.9	C
		Approach	22.9	C	25.7	C	27.9	C
	NB	LTR	38.2	D	38.7	D	38.7	D
		Approach	38.2	D	38.7	D	38.7	D
	SB	LTR	34.9	C	35.0	C	35.0	C
		Approach	34.9	C	35.0	C	35.0	C
Overall			26.0	C	27.4	C	29.1	C



Table 6 – Level of Service Summary – Signalized Intersection - PM Peak Hour (5 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Rockaway Turnpike & Burnside Avenue/West Broadway	EB	L	56.0	E	56.5	E	57.2	E
		LTR	49.3	D	49.6	D	50.0	D
		Approach	51.4	D	51.8	D	52.4	D
	WB	LT	55.7	E	55.6	E	56.2	E
		R	9.8	A	10.8	B	13.3	B
		Approach	45.5	D	45.7	D	45.3	D
	NB	L	51.9	D	53.2	D	53.5	D
		T	46.7	D	48.1	D	49.1	D
		Approach	47.1	D	48.5	D	49.4	D
	SB	L	26.6	C	27.4	C	29.9	C
		T	31.4	C	32.3	C	32.6	C
		R	7.1	A	7.6	A	7.5	A
		Approach	20.1	C	20.8	C	21.9	C
	Overall			38.0	D	38.6	D	38.8
Rockaway Turnpike & Central Avenue	EB	L	27.0	C	27.1	C	27.1	C
		TR	38.9	D	38.7	D	38.8	D
		Approach	35.5	D	35.4	D	35.4	D
	WB	L	21.4	C	21.2	C	21.2	C
		TR	56.8	E	57.2	E	57.2	E
		Approach	52.4	D	52.7	D	52.7	D
	NB	L	19.4	B	19.7	B	19.8	B
		TR	36.5	D	37.5	D	38.2	D
		Approach	34.3	C	35.3	D	36.0	D
	SB	L	15.7	B	16.0	B	16.1	B
		TR	33.4	C	34.1	C	35.0	C
		Approach	28.8	C	29.5	C	30.3	C
	Overall			37.3	D	37.7	D	38.0
Washington Avenue & Central Avenue	EB	LTR	21.6	C	23.0	C	23.1	C
		Approach	21.6	C	23.0	C	23.1	C
	WB	LTR	16.4	B	16.8	B	16.8	B
		Approach	16.4	B	16.8	B	16.8	B
	NB	LTR	16.6	B	16.9	B	17.0	B
		Approach	16.6	B	16.9	B	17.0	B
	SB	LTR	25.5	C	26.2	C	26.2	C
		Approach	25.5	C	26.2	C	26.2	C
Overall			20.4	C	21.2	C	21.2	C



Table 6 – Level of Service Summary – Signalized Intersection - PM Peak Hour (6 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Spruce Street & Central Avenue	EB	LTR	11.5	B	11.7	B	11.8	B
		Approach	11.5	B	11.7	B	11.8	B
	WB	LTR	9.8	A	10.0	A	10.0	B
		Approach	9.8	A	10.0	A	10.0	B
	NB	LTR	15.1	B	15.4	B	15.5	B
		Approach	15.1	B	15.4	B	15.5	B
	Overall			11.1	B	11.3	B	11.4
Cedarhurst Avenue & Central Avenue	EB	LTR	13.6	B	14.2	B	14.7	B
		Approach	13.6	B	14.2	B	14.7	B
	WB	LTR	14.5	B	15.2	B	15.7	B
		Approach	14.5	B	15.2	B	15.7	B
	NB	LTR	17.2	B	17.0	B	17.0	B
		Approach	17.2	B	17.0	B	17.0	B
	SB	LTR	21.8	C	21.8	C	22.1	C
		Approach	21.8	C	21.8	C	22.1	C
Overall			16.2	B	16.6	B	17.0	B
Prospect Avenue & Central Avenue	EB	LTR	10.7	B	14.4	B	12.3	B
		Approach	10.7	B	14.4	B	12.3	B
	WB	LTR	9.2	A	9.0	A	8.5	A
		Approach	9.2	A	9.0	A	8.5	A
	NB	LTR	13.7	B	16.1	B	16.4	B
		Approach	13.7	B	16.1	B	16.4	B
	SB	LTR	17.7	B	20.1	C	19.5	B
		Approach	17.7	B	20.1	C	19.5	B
Overall			11.9	B	13.9	B	12.8	B
Woodmere Boulevard & Central Avenue	EB	LTR	8.1	A	8.3	A	9.9	A
		Approach	8.1	A	8.3	A	9.9	A
	WB	LTR	6.7	A	6.8	A	7.6	A
		Approach	6.7	A	6.8	A	7.6	A
	NB	LTR	16.1	B	16.1	B	17.1	B
		Approach	16.1	B	16.1	B	17.1	B
	SB	LTR	15.0	B	15.0	B	16.1	B
		Approach	15.0	B	15.0	B	16.1	B
Overall			11.2	B	11.3	B	12.8	B



The capacity analysis results at the signalized study intersections during the p.m. peak hour are as discussed below:

Meadow Lane/Rockaway Turnpike at Broadway: This intersection operates at an overall intersection LOS C during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases 1.8 seconds as a result of the site generated traffic. There is a drop in LOS from B to C for the westbound turning movements but it is not considered significant as it was near the threshold in the No-Build condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Washington Avenue at Broadway: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing and No-Build conditions and degrades to a LOS C in Build condition analyzed. The overall intersection delay increases by 0.8 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Spruce Street: This intersection operates at an overall intersection LOS A during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Cedarhurst Avenue/Briarwood Lane at Broadway: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Grove Avenue: This intersection operates at an overall intersection LOS A during the weekday p.m. peak hour in the Existing and No-Build conditions and degrades to a LOS B in Build condition analyzed. The overall intersection delay increases by 2.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Meadow Drive: This intersection operates at an overall intersection LOS A during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 2.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Woodmere Boulevard: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition and the No-Build conditions and degrades to an overall intersection LOS C in the Build condition analyzed which is considered below capacity. The Build LOS increases by 3.3 seconds as a result of the site generated traffic relative to the No-Build Condition. The eastbound turning movements and overall intersection approach operate at LOS B in the No-Build condition and degrade to LOS C in the Build Condition while the westbound turning movements and overall intersection approach operate at LOS A in the No-Build condition and degrade to LOS B in the Build condition. These drops in LOS are not considered significant as they were both near the threshold in the No-Build condition. Despite the degradation in LOS, the intersection will continue to operate below capacity in the Build condition and it is our opinion that mitigation is not warranted.

Broadway at Irving Place/Brower Avenue: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.7 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Franklin Avenue: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.3 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Piermont Avenue/Veterans Memorial Plaza: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at W. Broadway: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay decreases by 0.1 second as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

It should be noted that the operation of this intersection improves in the future condition, despite minor increases to the level of traffic associated with that to be



generated by the proposed development. This is due to the interaction of the operation of this intersection based on the future operation of the intersections upstream in both directions of travel; changes to the timings and volumes at other locations can impact the manner in which it arrives at other locations, which improves the operation calculated by the Synchro Software.

W. Broadway at Harris Avenue/Veteran's Memorial Plaza: This intersection operates at an overall intersection LOS C during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 second, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of E or better.

W. Broadway at Woodmere Boulevard: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition and the No-Build and degrades to an overall intersection LOS C in the Build conditions analyzed which is considered acceptable. The Build LOS increases by 1.0 second as a result of the site generated traffic relative to the No-Build Condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better. Despite the degradation in LOS, the delay increases in very small and the intersection will continue to operate below capacity in the Build condition and it is our opinion that mitigation is not warranted.

W. Broadway at Prospect Avenue/Derby Avenue: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition and degrades to an LOS B during the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.8 second, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Cedarhurst Avenue: This intersection operates at an overall intersection LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No Build LOS and the overall intersection delay increases by 1.0 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Washington Avenue/Arlington Road: This intersection operates at an overall intersection LOS C during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 1.7 seconds as a result of the site generated traffic. Additionally, further examination of remaining individual



turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Rockaway Turnpike at W. Broadway/Burnside Avenue: This intersection operates at an overall intersection LOS D during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Rockaway Turnpike at Central Avenue: This intersection operates at an overall intersection LOS D during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.3 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Central Avenue at Washington Avenue: This intersection operates at an overall intersection LOS C during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Spruce Street: This intersection operates at an overall LOS C during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 second, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Cedarhurst Avenue: This intersection operates at an overall LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.4 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Prospect Avenue: This intersection operates at an overall LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay decreases by 0.9 seconds as a result of site generated traffic. The southbound turning movements and overall intersection approach operate at LOS C in the No-Build condition and improve to LOS B in the Build Condition as a result of site generated traffic. Additionally, further examination of the remaining individual turning

movement at this intersection indicates that each approach operates at a LOS of B or better.

It should be noted that the operation of this intersection improves in the future condition, despite minor increases to the level of traffic associated with that to be generated by the proposed development. This is due to the interaction of the operation of this intersection based on the future operation of the intersections upstream in both directions of travel; changes to the timings and volumes at other locations can impact the manner in which it arrives at other locations, which improves the operation calculated by the Synchro Software.

Central Avenue at Woodmere Boulevard: This intersection operates at an overall LOS B during the weekday p.m. peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 1.5 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.



Table 7 – Level of Service Summary – Signalized Intersection - Saturday Peak Hour (1 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022		
			Delay	LOS	Delay	LOS	Delay	LOS	
Meadow Lane/Rockaway Turnpike & Broadway	EB	LTR	3.9	A	3.9	A	4.0	A	
		Approach	3.9	A	3.9	A	4.0	A	
	WB	LTR	2.9	A	3.0	A	3.0	A	
		Approach	2.9	A	3.0	A	3.0	A	
	NB	LTR	38.3	D	38.3	D	38.4	D	
		Approach	38.3	D	38.3	D	38.4	D	
	SB	LTR	34.4	C	34.6	C	36.8	D	
		Approach	34.4	C	34.6	C	36.8	D	
	Overall			15.4	B	15.5	B	16.0	B
	Washington Avenue & Broadway	EB	LTR	2.3	A	2.3	A	2.2	A
Approach			2.3	A	2.3	A	2.2	A	
WB		LTR	5.6	A	5.6	A	5.1	A	
		Approach	5.6	A	5.6	A	5.1	A	
NB		LTR	37.1	D	37.1	D	37.1	D	
		Approach	37.1	D	37.1	D	37.1	D	
SB		LTR	32.5	C	32.4	C	32.4	C	
		Approach	32.5	C	32.4	C	32.4	C	
Overall			8.7	A	8.7	A	8.2	A	
Broadway & Spruce Street		EB	L	1.0	A	1.0	A	1.0	A
	TR		1.1	A	1.1	A	1.2	A	
	Approach		1.1	A	1.1	A	1.2	A	
	WB	LTR	0.3	A	0.3	A	0.3	A	
		Approach	0.3	A	0.3	A	0.3	A	
	SB	LR	28.0	C	28.0	C	28.0	C	
		Approach	28.0	C	28.0	C	28.0	C	
	Overall			1.1	A	1.1	A	1.1	A
Briarwood Lane/Cedarhurst Avenue & Broadway	EB	LTR	2.3	A	2.3	A	2.3	A	
		Approach	2.3	A	2.3	A	2.3	A	
	WB	LTR	1.6	A	1.6	A	1.3	A	
		Approach	1.6	A	1.6	A	1.3	A	
	NB	LTR	29.5	C	29.5	C	29.1	C	
		Approach	29.5	C	29.5	C	29.1	C	
	SB	LTR	30.1	C	30.3	C	31.5	C	
		Approach	30.1	C	30.3	C	31.5	C	
	Overall			4.0	A	4.1	A	4.1	A



Table 7 – Level of Service Summary – Signalized Intersection - Saturday Peak Hour (2 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Broadway & Grove Avenue	EB	LTR	1.8	A	1.8	A	2.7	A
		Approach	1.8	A	1.8	A	2.7	A
	WB	LTR	1.3	A	1.3	A	1.7	A
		Approach	1.3	A	1.3	A	1.7	A
	SB	LR	34.7	C	34.7	C	36.1	D
		Approach	34.7	C	34.7	C	36.1	D
	Overall		2.5	A	2.5	A	4.1	A
Meadow Drive & Broadway	EB	TR	1.1	A	1.1	A	3.8	A
		Approach	1.1	A	1.1	A	3.8	A
	WB	LT	1.1	A	1.1	A	2.6	A
		Approach	1.1	A	1.1	A	2.6	A
	NB	LR	25.5	C	25.5	C	24.4	C
		Approach	25.5	C	25.5	C	24.4	C
	Overall		1.6	A	1.6	A	4.2	A
Woodmere Boulevard & Broadway	EB	LTR	6.6	A	6.7	A	6.2	A
		Approach	6.6	A	6.7	A	6.2	A
	WB	LTR	4.5	A	8.7	A	4.8	A
		Approach	4.5	A	8.7	A	4.8	A
	NB	LTR	33.2	C	33.1	C	33.1	C
		Approach	33.2	C	33.1	C	33.1	C
	SB	LTR	29.8	C	29.9	C	26.5	C
Approach		29.8	C	29.9	C	26.5	C	
Overall		9.5	A	9.7	A	9.3	A	
Brower Avenue/Irving Place & Broadway	EB	LTR	1.5	A	1.5	A	1.5	A
		Approach	1.5	A	1.5	A	1.5	A
	WB	LTR	2.6	A	2.7	A	2.7	A
		Approach	2.6	A	2.7	A	2.7	A
	NB	LTR	25.8	C	25.2	C	25.2	C
		Approach	25.8	C	25.2	C	25.2	C
	SB	LTR	28.5	C	28.4	C	26.9	C
Approach		28.5	C	28.4	C	26.9	C	
Overall		5.9	A	5.9	A	5.9	A	



Table 7 – Level of Service Summary – Signalized Intersection – Saturday Peak Hour (3 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Franklin Avenue & Broadway	EB	LTR	6.1	A	6.2	A	6.1	A
		Approach	6.1	A	6.2	A	6.1	A
	WB	LTR	7.1	A	7.3	A	7.4	A
		Approach	7.1	A	7.3	A	7.4	A
	NB	LTR	35.5	D	35.4	D	35.2	D
		Approach	35.5	D	35.4	D	35.2	D
	SB	LTR	34.9	C	35.0	D	35.0	C
		Approach	34.9	C	35.0	D	35.0	C
Overall			13.7	B	13.8	B	13.8	B
Broadway & Piermont Avenue/Veterans Memorial Plaza	EB	LT	6.2	A	6.3	A	6.3	A
		R	2.7	A	2.8	A	2.8	A
		Approach	4.1	A	4.2	A	4.3	A
	WB	LTR	31.9	C	32.3	C	32.4	C
		Approach	31.9	C	32.3	C	32.4	C
	NB	LTR	26.1	C	26.5	C	26.5	C
		Approach	26.1	C	26.5	C	26.5	C
	SB	LTR	4.9	A	5.0	A	5.0	A
Approach		4.9	A	5.0	A	5.0	A	
Overall			16.6	B	16.8	B	16.8	B
Broadway & West Broadway	EB	L	8.3	A	8.4	A	8.4	A
		Approach	8.3	A	8.4	A	8.4	A
	NB	T	4.9	A	4.9	A	4.8	A
		Approach	4.9	A	4.9	A	4.8	A
	SB	T	28.2	C	28.6	C	28.6	C
		Approach	23.1	C	23.4	C	23.4	C
Overall			15.3	B	15.5	B	15.5	B
Veterans Memorial Plaza/Harris Avenue & West Broadway	EB	L	32.8	C	33.6	C	33.6	C
		TR	29.0	C	29.5	C	29.6	C
		Approach	30.0	C	30.6	C	30.7	C
	WB	LT	2.1	A	2.1	A	2.1	A
		Approach	1.8	A	1.8	A	1.8	A
	NB	LTR	51.7	D	54.0	D	54.0	D
		Approach	51.7	D	54.0	D	54.0	D
	SB	LTR	40.0	D	40.4	D	40.5	D
		Approach	40.0	D	40.4	D	40.5	D
Overall			25.3	C	25.9	C	26.0	C

Table 7 – Level of Service Summary – Signalized Intersection - Saturday Peak Hour (4 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Woodmere Boulevard & West Broadway	EB	LTR	3.9	A	4.2	A	4.3	A
		Approach	3.9	A	4.2	A	4.3	A
	WB	LTR	4.0	A	4.1	A	4.3	A
		Approach	4.0	A	4.1	A	4.3	A
	NB	L	31.4	C	31.3	C	30.6	C
		TR	38.6	D	38.6	D	38.7	D
		Approach	37.4	D	37.4	D	37.5	D
	SB	L	30.6	C	30.5	C	29.8	C
		TR	35.1	D	35.1	D	35.2	D
		Approach	34.4	C	34.3	C	34.4	C
Overall			11.5	B	11.6	B	12.4	B
Prospect Avenue/Derby Avenue & West Broadway	EB	LTR	1.4	A	2.1	A	2.2	A
		Approach	1.4	A	2.1	A	2.2	A
	WB	LTR	2.8	A	4.4	A	4.7	A
		Approach	2.8	A	4.4	A	4.7	A
	NB	LTR	37.6	D	40.0	D	40.4	D
		Approach	37.6	D	40.0	D	40.4	D
	SB	LTR	32.3	C	29.1	C	28.2	C
		Approach	32.3	C	29.1	C	28.2	C
Overall			4.8	A	7.8	A	8.5	A
Cedarhurst Avenue & West Broadway	EB	LTR	3.5	A	3.5	A	3.7	A
		Approach	3.5	A	3.5	A	3.7	A
	WB	LTR	2.3	A	1.9	A	2.2	A
		Approach	2.3	A	1.9	A	2.2	A
	NB	LTR	38.1	D	38.1	D	38.5	D
		Approach	38.1	D	38.1	D	38.5	D
	SB	LTR	33.1	C	33.1	C	32.7	C
		Approach	33.1	C	33.1	C	32.7	C
Overall			7.3	A	7.1	A	7.4	A
Washington Avenue/Arlington Road & West Broadway	EB	LTR	4.7	A	4.8	A	4.9	A
		Approach	4.7	A	4.8	A	4.9	A
	WB	LTR	3.6	A	3.5	A	3.8	A
		Approach	3.6	A	3.5	A	3.8	A
	NB	LTR	24.6	C	24.7	C	25.4	C
		Approach	24.6	C	24.7	C	25.4	C
	SB	LTR	31.8	C	31.8	C	31.8	C
		Approach	31.8	C	31.8	C	31.8	C
Overall			6.2	A	6.2	A	6.4	A



Table 7 – Level of Service Summary – Signalized Intersection - Saturday Peak Hour (5 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022		
			Delay	LOS	Delay	LOS	Delay	LOS	
Rockaway Turnpike & Burnside Avenue/West Broadway	EB	L	56.4	E	56.3	E	56.3	E	
		LTR	49.9	D	49.7	D	49.7	D	
		Approach	52.0	D	51.9	D	51.9	D	
	WB	LT	55.8	E	55.9	E	55.9	E	
		R	7.7	A	7.6	A	7.1	A	
		Approach	38.7	D	38.6	D	36.9	D	
	NB	L	20.3	C	21.4	C	22.4	C	
		T	18.2	B	19.1	B	20.0	B	
		Approach	18.4	B	19.3	B	20.2	C	
	SB	L	14.1	B	14.4	B	14.6	B	
		T	14.9	B	15.3	B	15.3	B	
		R	0.8	A	0.9	A	0.9	A	
		Approach	7.3	A	7.5	A	7.9	A	
	Overall			29.0	C	29.1	C	28.7	C
	Rockaway Turnpike & Central Avenue	EB	L	36.7	D	36.5	D	36.5	D
			TR	45.6	D	45.4	D	45.4	D
Approach			43.4	D	43.2	D	43.2	D	
WB		L	33.2	C	32.8	C	32.8	C	
		TR	58.8	E	58.9	E	58.9	E	
		Approach	57.6	E	57.7	E	57.7	E	
NB		L	8.1	A	8.2	A	8.2	A	
		TR	12.3	B	12.5	B	12.6	B	
		Approach	11.8	B	12.0	B	12.1	B	
SB		L	13.9	B	14.0	B	13.9	B	
		TR	19.0	B	19.2	B	19.2	B	
		Approach	17.5	B	17.7	B	17.7	B	
Overall			29.5	C	29.6	C	29.3	C	
Washington Avenue & Central Avenue	EB	LTR	6.1	A	6.2	A	6.2	A	
		Approach	6.1	A	6.2	A	6.2	A	
	WB	LTR	6.1	A	6.1	A	6.1	A	
		Approach	6.1	A	6.1	A	6.1	A	
	NB	LTR	13.0	B	13.0	B	13.1	B	
		Approach	13.0	B	13.0	B	13.1	B	
	SB	LTR	14.8	B	14.8	B	14.9	B	
		Approach	14.8	B	14.8	B	14.9	B	
Overall			8.6	A	8.6	A	8.7	A	



Table 7 – Level of Service Summary – Signalized Intersection - Saturday Peak Hour (6 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Spruce Street & Central Avenue	EB	LTR	6.9	A	6.9	A	6.9	A
		Approach	6.9	A	6.9	A	6.9	A
	WB	LTR	6.1	A	6.1	A	6.1	A
		Approach	6.1	A	6.1	A	6.1	A
	NB	LTR	12.4	B	12.4	B	12.6	B
		Approach	12.4	B	12.4	B	12.6	B
	Overall		6.7	A	6.8	A	6.9	A
Cedarhurst Avenue & Central Avenue	EB	LTR	6.4	A	6.4	A	6.5	A
		Approach	6.4	A	6.4	A	6.5	A
	WB	LTR	6.2	A	6.2	A	6.3	A
		Approach	6.2	A	6.2	A	6.3	A
	NB	LTR	14.6	B	14.6	B	14.8	B
		Approach	14.6	B	14.6	B	14.8	B
	SB	LTR	15.9	B	16.0	B	16.2	B
		Approach	15.9	B	16.0	B	16.2	B
Overall		9.4	A	9.4	A	9.7	A	
Prospect Avenue & Central Avenue	EB	LTR	5.7	A	5.8	A	4.7	A
		Approach	5.7	A	5.8	A	4.7	A
	WB	LTR	5.4	A	5.1	A	4.2	A
		Approach	5.4	A	5.1	A	4.2	A
	NB	LTR	13.1	B	13.1	B	12.4	B
		Approach	13.1	B	13.1	B	12.4	B
	SB	LTR	14.7	B	14.7	B	13.3	B
		Approach	14.7	B	14.7	B	13.3	B
Overall		7.7	A	7.4	A	6.5	A	
Woodmere Boulevard & Central Avenue	EB	LTR	4.6	A	4.6	A	4.7	A
		Approach	4.6	A	4.6	A	4.7	A
	WB	LTR	4.6	A	4.6	A	4.6	A
		Approach	4.6	A	4.6	A	4.6	A
	NB	LTR	13.1	B	13.2	B	13.2	B
		Approach	13.1	B	13.2	B	13.2	B
	SB	LTR	13.4	B	13.5	B	13.5	B
		Approach	13.4	B	13.5	B	13.5	B
Overall		8.5	A	8.5	A	9.1	A	

The capacity analysis results at the signalized study intersections during the Saturday midday peak hour are as discussed below:

Meadow Lane/Rockaway Turnpike at Broadway: This intersection operates at an overall intersection LOS B during the Saturday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases 0.5 seconds, which is imperceptible, as a result of the site generated traffic. There is a drop in LOS from C to D for the southbound turning movements but it is not considered significant as it was near the threshold in the No-Build condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Washington Avenue at Broadway: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The overall intersection delay does not increase as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Spruce Street: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Cedarhurst Avenue/Briarwood Lane at Broadway: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Grove Avenue: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 1.6 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Meadow Drive: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The Build LOS increases by 2.6 seconds relative to the No-Build condition, which is minimal and not noticeable to drivers. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.



Broadway at Woodmere Boulevard: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The Build LOS does not increase as a result of the site generated traffic relative to the No-Build Condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Irving Place/Brower Avenue: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Franklin Avenue: This intersection operates at an overall intersection LOS B during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Piermont Avenue/Veterans Memorial Plaza: This intersection operates at an overall intersection LOS B during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at W. Broadway: This intersection operates at an overall intersection LOS B during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Harris Avenue/Veteran's Memorial Plaza at W. Broadway: This intersection operates at an overall intersection LOS C during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Woodmere Boulevard at W. Broadway: This intersection operates at an overall intersection LOS B during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by

0.8 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Prospect Avenue/Derby Avenue: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The Build LOS increases by 0.7 seconds as a result of the site generated traffic relative to the No-Build Condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Cedarhurst Avenue: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.3 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Washington Avenue/Arlington Road: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of C or better.

Rockaway Turnpike at W. Broadway/Burnside Avenue: This intersection operates at an overall intersection LOS C during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay decreases by 0.4 seconds as a result of the site generated traffic. There is a drop in LOS from B to C for the northbound approach but it is not considered significant as it was near the threshold in the No-Build condition. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

It should be noted that the operation of this intersection improves in the future condition, despite minor increases to the level of traffic associated with that to be generated by the proposed development. This is due to the interaction of the operation of this intersection based on the future operation of the intersections upstream in both directions of travel; changes to the timings and volumes at other locations can impact the manner in which it arrives at other locations, which improves the operation calculated by the Synchro Software.

Rockaway Turnpike at Central Avenue: This intersection operates at an overall intersection LOS C during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay decreases by

0.3 seconds as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of E or better.

It should be noted that the operation of this intersection improves in the future condition, despite minor increases to the level of traffic associated with that to be generated by the proposed development. This is due to the interaction of the operation of this intersection based on the future operation of the intersections upstream in both directions of travel; changes to the timings and volumes at other locations can impact the manner in which it arrives at other locations, which improves the operation calculated by the Synchro Software.

Central Avenue at Washington Avenue: This intersection operates at an overall intersection LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Spruce Street: This intersection operates at an overall LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 second, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Cedarhurst Avenue: This intersection operates at an overall LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.3 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Prospect Avenue: This intersection operates at an overall LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay does not increase as a result of site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Woodmere Boulevard: This intersection operates at an overall LOS A during the Saturday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.6 seconds, which is imperceptible, as a result of



the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Table 8 – Level of Service Summary – Signalized Intersection - Sunday Peak Hour (1 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Meadow Lane/Rockaway Turnpike & Broadway	EB	LTR	14.6	B	15.3	B	16.3	B
		Approach	14.6	B	15.3	B	16.3	B
	WB	LTR	14.1	B	15.2	B	17.3	B
		Approach	14.1	B	15.2	B	17.3	B
	NB	LTR	27.7	C	27.4	C	26.5	C
		Approach	27.7	C	27.4	C	26.5	C
	SB	LTR	50.7	D	51.9	D	54.5	D
		Approach	50.7	D	51.9	D	54.5	D
Overall			22.8	C	23.6	C	25.2	C
Washington Avenue & Broadway	EB	LTR	11.9	B	13.0	B	13.7	B
		Approach	11.9	B	13.0	B	13.7	B
	WB	LTR	14.6	B	15.6	B	16.2	B
		Approach	14.6	B	15.6	B	16.2	B
	NB	LTR	36.0	D	35.8	D	35.8	D
		Approach	36.0	D	35.8	D	35.8	D
	SB	LTR	47.4	D	47.8	D	47.8	D
		Approach	47.4	D	47.8	D	47.8	D
Overall			19.4	B	20.2	C	20.6	C
Broadway & Spruce Street	EB	L	3.1	A	3.0	A	2.9	A
		TR	3.7	A	3.6	A	3.5	A
		Approach	3.6	A	3.5	A	3.5	A
	WB	LTR	1.3	A	1.3	A	1.6	A
		Approach	1.3	A	1.3	A	1.6	A
	SB	LR	21.5	C	21.5	C	21.5	C
		Approach	21.5	C	21.5	C	21.5	C
	Overall			3.2	A	3.2	A	3.3
Briarwood Lane/Cedarhurst Avenue & Broadway	EB	LTR	5.4	A	5.8	A	6.6	A
		Approach	5.4	A	5.8	A	6.6	A
	WB	LTR	8.0	A	8.3	A	7.8	A
		Approach	8.0	A	8.3	A	7.8	A
	NB	LTR	22.5	C	22.3	C	21.4	C
		Approach	22.5	C	22.3	C	21.4	C
	SB	LTR	30.1	C	30.1	C	32.0	C
		Approach	30.1	C	30.1	C	32.0	C
Overall			9.8	A	10.1	B	10.5	B



Table 8 – Level of Service Summary – Signalized Intersection - Sunday Peak Hour (2 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Broadway & Grove Avenue	EB	LTR	2.6	A	2.5	A	2.8	A
		Approach	2.6	A	2.5	A	2.8	A
	WB	LTR	2.7	A	2.8	A	2.5	A
		Approach	2.7	A	2.8	A	2.5	A
	SB	LR	37.0	D	37.0	D	38.2	D
		Approach	37.0	D	37.0	D	38.2	D
	Overall			4.3	A	4.3	A	5.3
Meadow Drive & Broadway	EB	TR	1.8	A	1.8	A	4.2	A
		Approach	1.8	A	1.8	A	4.2	A
	WB	LT	2.3	A	2.4	A	3.7	A
		Approach	2.3	A	2.4	A	3.7	A
	NB	LR	21.0	C	20.9	C	22.4	C
		Approach	21.0	C	20.9	C	22.4	C
	Overall			2.8	A	2.8	A	5.2
Woodmere Boulevard & Broadway	EB	LTR	16.3	B	16.9	B	22.8	C
		Approach	16.3	B	16.9	B	22.8	C
	WB	LTR	5.7	A	8.7	A	7.1	A
		Approach	5.7	A	8.7	A	7.1	A
	NB	LTR	34.9	C	34.8	C	33.7	C
		Approach	34.9	C	34.8	C	33.7	C
	SB	LTR	34.5	C	34.6	C	33.5	C
		Approach	34.5	C	34.6	C	33.5	C
Overall			16.3	B	16.6	B	19.5	B
Brower Avenue/Irving Place & Broadway	EB	LTR	3.4	A	3.7	A	7.4	A
		Approach	3.4	A	3.7	A	7.4	A
	WB	LTR	3.2	A	3.2	A	3.7	A
		Approach	3.2	A	3.2	A	3.7	A
	NB	LTR	34.7	C	35.1	D	35.8	D
		Approach	34.7	C	35.1	D	35.8	D
	SB	LTR	27.2	C	27.8	C	26.4	C
		Approach	27.2	C	27.8	C	26.4	C
Overall			7.8	A	8.1	A	10.0	B



Table 8 – Level of Service Summary – Signalized Intersection - Sunday Peak Hour (3 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Franklin Avenue & Broadway	EB	LTR	11.5	B	12.0	B	9.8	A
		Approach	11.5	B	12.0	B	9.8	A
	WB	LTR	7.3	A	7.6	A	7.7	A
		Approach	7.3	A	7.6	A	7.7	A
	NB	LTR	37.2	D	36.9	D	36.6	D
		Approach	37.2	D	36.9	D	36.6	D
	SB	LTR	34.1	C	34.5	C	34.2	C
		Approach	34.1	C	34.5	C	34.2	C
Overall			16.1	B	16.4	B	15.5	B
Broadway & Piermont Avenue/Veterans Memorial Plaza	EB	LT	7.0	A	6.9	A	6.9	A
		R	2.5	A	2.5	A	2.5	A
		Approach	4.5	A	4.4	A	4.5	A
	WB	LTR	29.5	C	30.0	C	30.1	C
		Approach	29.5	C	30.0	C	30.1	C
	NB	LTR	26.3	C	26.3	C	26.3	C
		Approach	26.3	C	26.3	C	26.3	C
	SB	LTR	5.2	A	5.2	A	5.2	A
Approach		5.2	A	5.2	A	5.2	A	
Overall			16.3	B	16.3	B	16.3	B
Broadway & West Broadway	EB	L	8.7	A	8.8	A	8.8	A
		Approach	8.7	A	8.8	A	8.8	A
	NB	T	5.1	A	5.0	A	5.0	A
		Approach	5.1	A	5.0	A	5.0	A
	SB	T	29.0	C	28.9	C	29.0	C
		Approach	23.8	C	23.7	C	23.8	C
Overall			15.8	B	15.7	B	15.8	B
Veterans Memorial Plaza/Harris Avenue & West Broadway	EB	L	35.3	D	36.3	D	36.5	D
		TR	29.8	C	30.3	C	30.4	C
		Approach	31.6	C	32.3	C	32.4	C
	WB	LT	2.0	A	2.0	A	2.0	A
		Approach	1.8	A	1.8	A	1.8	A
	NB	LTR	55.5	E	57.2	E	57.6	E
		Approach	55.5	E	57.2	E	57.6	E
	SB	LTR	40.1	D	41.5	D	41.6	D
Approach		40.1	D	41.5	D	41.6	D	
Overall			25.9	C	26.6	C	26.7	C



Table 8 – Level of Service Summary – Signalized Intersection - Sunday Peak Hour (4 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022		
			Delay	LOS	Delay	LOS	Delay	LOS	
Woodmere Boulevard & West Broadway	EB	LTR	6.7	A	7.2	A	8.0	A	
		Approach	6.7	A	7.2	A	8.0	A	
	WB	LTR	10.0	B	10.4	B	11.2	B	
		Approach	10.0	B	10.4	B	11.2	B	
	NB	L	31.7	C	31.9	C	31.5	C	
		TR	35.6	D	35.6	D	35.6	D	
		Approach	34.8	C	34.8	C	34.8	C	
	SB	L	28.3	C	28.4	C	27.8	C	
		TR	38.4	D	38.3	D	38.0	D	
		Approach	36.8	D	36.8	D	36.6	D	
Overall			17.6	B	17.9	B	18.9	B	
Prospect Avenue/Derby Avenue & West Broadway	EB	LTR	3.7	A	8.5	A	7.9	A	
		Approach	3.7	A	8.5	A	7.9	A	
	WB	LTR	10.0	A	22.2	C	23.2	C	
		Approach	10.0	A	22.2	C	23.2	C	
	NB	LTR	40.4	D	42.6	D	44.4	D	
		Approach	40.4	D	42.6	D	44.4	D	
	SB	LTR	28.2	C	20.4	C	19.9	B	
		Approach	28.2	C	20.4	C	19.9	B	
	Overall			10.0	B	20.9	C	21.8	C
	Cedarhurst Avenue & West Broadway	EB	LTR	9.5	A	9.6	A	10.5	B
Approach			9.5	A	9.6	A	10.5	B	
WB		LTR	9.3	A	7.3	A	7.9	A	
		Approach	9.3	A	7.3	A	7.9	A	
NB		LTR	41.0	D	41.3	D	42.3	D	
		Approach	41.0	D	41.3	D	42.3	D	
SB		LTR	27.5	C	27.3	C	26.8	C	
		Approach	27.5	C	27.3	C	26.8	C	
Overall			15.8	B	15.2	B	15.8	B	
Washington Avenue/Arlington Road & West Broadway		EB	LTR	20.6	C	21.4	C	23.3	C
	Approach		20.6	C	21.4	C	23.3	C	
	WB	LTR	17.4	B	19.4	B	21.5	C	
		Approach	17.4	B	19.4	B	21.5	C	
	NB	LTR	37.4	D	37.7	D	38.2	D	
		Approach	37.4	D	37.7	D	38.2	D	
	SB	LTR	34.1	C	34.3	C	34.3	C	
		Approach	34.1	C	34.3	C	34.3	C	
	Overall			23.1	C	24.2	C	25.8	C



Table 8 – Level of Service Summary – Signalized Intersection - Sunday Peak Hour (5 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Rockaway Turnpike & Burnside Avenue/West Broadway	EB	L	57.8	E	58.8	E	58.7	E
		LTR	49.3	D	49.7	D	49.7	D
		Approach	52.2	D	52.7	D	52.7	D
	WB	LT	55.1	E	54.9	D	54.1	D
		R	18.9	B	19.9	B	22.0	C
		Approach	42.1	D	42.3	D	41.3	D
	NB	L	33.7	C	34.2	C	35.7	D
		T	33.8	C	34.4	C	36.1	D
		Approach	33.8	C	34.4	C	36.1	D
	SB	L	21.5	C	22.0	C	24.2	C
		T	25.5	C	26.2	C	27.1	C
		R	2.1	A	2.3	A	2.3	A
		Approach	16.8	B	17.4	B	18.6	B
	Overall			33.7	C	34.2	C	34.5
Rockaway Turnpike & Central Avenue	EB	L	27.8	C	27.8	C	27.8	C
		TR	41.1	D	41.0	D	41.0	D
		Approach	37.4	D	37.3	D	37.3	D
	WB	L	21.8	C	21.6	C	21.6	C
		TR	55.6	E	55.7	E	55.7	E
		Approach	52.1	D	52.1	D	52.1	D
	NB	L	18.4	B	18.7	B	18.8	B
		TR	35.8	D	36.8	D	37.3	D
		Approach	34.2	C	35.2	D	35.7	D
	SB	L	28.1	C	28.9	C	28.9	C
		TR	40.4	D	43.2	D	43.8	D
		Approach	36.9	D	39.2	D	39.7	D
Overall			39.5	D	40.5	D	40.7	D
Washington Avenue & Central Avenue	EB	LTR	20.6	C	21.6	C	21.6	C
		Approach	20.6	C	21.6	C	21.6	C
	WB	LTR	15.3	B	15.8	B	15.8	B
		Approach	15.3	B	15.8	B	15.8	B
	NB	LTR	16.6	B	16.9	B	17.0	B
		Approach	16.6	B	16.9	B	17.0	B
	SB	LTR	25.5	C	26.3	C	26.2	C
		Approach	25.5	C	26.3	C	26.2	C
Overall			19.9	B	20.6	C	20.6	C



Table 8 – Level of Service Summary – Signalized Intersection - Sunday Peak Hour (6 of 6)

Intersection	Approach	Lane Group	Existing 2018		No Build 2022		Build 2022	
			Delay	LOS	Delay	LOS	Delay	LOS
Spruce Street & Central Avenue	EB	LTR	12.5	B	12.7	B	12.9	B
		Approach	12.5	B	12.7	B	12.9	B
	WB	LTR	9.5	A	9.4	A	9.5	A
		Approach	9.5	A	9.4	A	9.5	A
	NB	LTR	16.9	B	17.5	B	17.7	B
		Approach	16.9	B	17.5	B	17.7	B
	Overall		11.6	B	11.8	B	11.9	B
Cedarhurst Avenue & Central Avenue	EB	LTR	16.3	B	17.0	B	17.6	B
		Approach	16.3	B	17.0	B	17.6	B
	WB	LTR	16.0	B	16.6	B	17.1	B
		Approach	16.0	B	16.6	B	17.1	B
	NB	LTR	16.4	B	16.4	B	16.5	B
		Approach	16.4	B	16.4	B	16.5	B
	SB	LTR	22.6	C	22.9	C	23.0	C
		Approach	22.6	C	22.9	C	23.0	C
Overall		17.8	B	18.3	B	18.7	B	
Prospect Avenue & Central Avenue	EB	LTR	9.2	A	12.1	B	12.2	B
		Approach	9.2	A	12.1	B	12.2	B
	WB	LTR	8.5	A	8.7	A	8.8	A
		Approach	8.5	A	8.7	A	8.8	A
	NB	LTR	13.3	B	13.7	B	14.1	B
		Approach	13.3	B	13.7	B	14.1	B
	SB	LTR	17.6	B	18.0	B	17.9	B
		Approach	17.6	B	18.0	B	17.9	B
Overall		11.3	B	12.4	B	12.5	B	
Woodmere Boulevard & Central Avenue	EB	LTR	7.0	A	7.2	A	7.7	A
		Approach	7.0	A	7.2	A	7.7	A
	WB	LTR	5.8	A	6.0	A	6.4	A
		Approach	5.8	A	6.0	A	6.4	A
	NB	LTR	15.1	B	15.0	B	15.6	B
		Approach	15.1	B	15.0	B	15.6	B
	SB	LTR	16.5	B	16.5	B	16.7	B
		Approach	16.5	B	16.5	B	16.7	B
Overall		11.4	B	11.5	B	12.3	B	



The capacity analysis results at the signalized study intersections during the Sunday midday peak hour are as discussed below:

Meadow Lane/Rockaway Turnpike at Broadway: This intersection operates at an overall intersection LOS C during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases 1.6 seconds as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Washington Avenue at Broadway: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition and degrades to a LOS C in the No-Build and Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases 0.4 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Spruce Street: This intersection operates at an overall intersection LOS A during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Cedarhurst Avenue/Briarwood Lane at Broadway: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition and degrades to a LOS C in the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.4 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Grove Avenue: This intersection operates at an overall intersection LOS A during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 1.0 second, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Meadow Drive: This intersection operates at an overall intersection LOS A during the Sunday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The Build LOS increases by 2.4 seconds relative to the No-Build condition, which is minimal and not noticeable to drivers. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Woodmere Boulevard: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing, No-Build, and Build conditions analyzed. The Build LOS increases by 2.9 seconds as a result of the site generated traffic relative to the No-Build Condition. Additionally, further examination of

each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Broadway at Irving Place/Brower Avenue: This intersection operates at an overall intersection LOS A during the Sunday midday peak hour in the Existing and No-Build Conditions and degrades to a LOS B in the Build condition. The overall intersection delay increases by 1.9 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Franklin Avenue: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay does not increase as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at Piermont Avenue/Veterans Memorial Plaza: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Broadway at W. Broadway: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Harris Avenue/Veteran's Memorial Plaza at W. Broadway: This intersection operates at an overall intersection LOS C during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

Woodmere Boulevard at W. Broadway: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 1.0 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Prospect Avenue/Derby Avenue: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition and degrades to an overall intersection LOS C in the No-Build and Build conditions analyzed. The Build LOS increases by 0.9 seconds as a result of the site generated traffic

relative to the No-Build Condition. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Cedarhurst Avenue: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.6 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

W. Broadway at Washington Avenue/Arlington Road: This intersection operates at an overall intersection LOS C during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 1.6 seconds as a result of the site generated traffic. There is a drop in LOS from B to C for the westbound turning movements but is not considered significant as it was near the threshold in the No-Build condition. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Rockaway Turnpike at W. Broadway/Burnside Avenue: This intersection operates at an overall intersection LOS C during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.3 seconds, which is imperceptible, as a result of the site generated traffic. There is a drop in LOS from B to C for the westbound right turn movement and from C to D for the northbound turning movements but both are not considered significant as they were near the threshold in the No-Build condition. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Rockaway Turnpike at Central Avenue: This intersection operates at an overall intersection LOS D during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.2 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of remaining individual turning movements at this intersection indicates that each approach operates at a LOS of D or better.

Central Avenue at Washington Avenue: This intersection operates at an overall intersection LOS B during the Sunday midday peak hour in the Existing Condition and degrades to a LOS C in the No-Build and the Build conditions analyzed. The overall intersection delay stays the same as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Spruce Street: This intersection operates at an overall LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.1 second, which is imperceptible, as a result of the site

generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Cedarhurst Avenue: This intersection operates at an overall LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.4 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of C or better.

Central Avenue at Prospect Avenue: This intersection operates at an overall LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The overall intersection delay increases by 0.1 seconds, which is imperceptible, as a result of site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Central Avenue at Woodmere Boulevard: This intersection operates at an overall LOS B during the Sunday midday peak hour in the Existing Condition, the No-Build, and the Build conditions analyzed. The Build LOS is consistent with the No-Build LOS and the overall intersection delay increases by 0.8 seconds, which is imperceptible, as a result of the site generated traffic. Additionally, further examination of each individual turning movement at this intersection indicates that each approach operates at a LOS of B or better.

Unsignalized Intersection Analysis results

The results of the capacity analyses for the unsignalized intersections under Existing, No-Build and future Build conditions are summarized in Tables 9, 10, 11 and 12 below, for the a.m., p.m. Saturday midday, and Sunday midday peak periods, respectively. The detailed capacity analysis worksheets are contained in Appendix C.

Table 9 – Level of Service Summary – Unsignalized Intersection - AM Peak Hour

Intersection	Approach	Existing 2018		No-Build 2022		Build 2022	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	1.9	A	2.1	A	2.2	A
	WB					0.6	A
	NB					52.8	F
	SB	33.8	D	33.1	D	54.0	F
Grove Avenue & West Broadway	WB	3.4	A	3.5	A	3.6	A
	NB	39.0	E				
West Broadway & West Broadway	NB	11.4	B	11.5	B	11.6	B
Rockaway Turnpike & West Broadway	SB	0.5	A	0.5	A	0.5	A
Grove Avenue & Central Avenue	EB	22.0	C	22.3	C	23.4	C
	WB	18.3	C	16.9	C	17.5	C
	SB	12.3	B	12.3	B	12.9	B
	Overall	18.8	C	18.5	C	19.2	C
Meadow Drive & Porter Place	EB					7.7	A
	WB	7.4	A	7.4	A	7.5	A
	NB	7.7	A	7.7	A	7.9	A
	SB	7.4	A	7.4	A	7.4	A
	Overall	7.5	A	7.5	A	7.7	A
Meadow Drive/Ivy Hill Road & Railroad Avenue/Keene Lane	EB	7.9	A	7.9	A	8.1	A
	NB	7.7	A	7.7	A	7.7	A
	SB	7.1	A	7.1	A	6.9	A
	Overall	7.5	A	7.5	A	7.6	A

Note: Shared cells represent approaches that don't experience delay in that condition or do not exist in that condition



Table 10 – Level of Service Summary – Unsignalized Intersection – PM Peak Hour

Intersection	Approach	Existing 2018		No-Build 2022		Build 2022	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	2.2	A	2.4	A	2.6	A
	WB					2.2	A
	NB					79.2	F
	SB	25.6	D	26.6	D	40.0	E
Grove Avenue & West Broadway	WB	2.9	A	3.0	A	3.2	A
	NB	60.4	F				
West Broadway & West Broadway	NB	11.3	B	11.4	B	11.7	B
Rockaway Turnpike & West Broadway	SB	0.3	A	0.3	A	0.3	A
Grove Avenue & Central Avenue	EB	15.5	C	15.7	C	17.3	C
	WB	14.0	B	13.7	B	14.8	B
	SB	11.5	B	11.5	B	13.3	B
	Overall	14.1	B	14.1	B	15.4	C
Meadow Drive & Porter Place	EB					7.7	A
	WB	7.5	A	7.5	A	7.7	A
	NB	7.4	A	7.4	A	7.6	A
	SB	7.5	A	7.5	A	7.6	A
	Overall	7.4	A	7.5	A	7.6	A
Meadow Drive/Ivy Hill Road & Railroad Avenue/Keene Lane	EB	7.3	A	7.3	A	7.4	A
	NB	7.7	A	7.7	A	7.7	A
	SB	7.0	A	7.0	A	6.9	A
	Overall	7.4	A	7.4	A	7.4	A

Note: Shared cells represent approaches that don't experience delay in that condition or do not exist in that condition



Table 11 – Level of Service Summary – Unsignalized Intersection - Saturday Peak Hour

Intersection	Approach	Existing 2018		No-Build 2022		Build 2022	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	0.4	A	0.4	A	0.4	A
	WB					0.8	A
	NB					15.1	C
	SB	14.2	B	14.4	B	16.9	C
Grove Avenue & West Broadway	WB	0.6	A	0.6	A	0.6	A
	NB	13.1	B				
West Broadway & West Broadway	NB	9.5	A	9.5	A	9.6	A
Rockaway Turnpike & West Broadway	SB	0.5	A	0.5	A	0.4	A
Grove Avenue & Central Avenue	EB	8.0	A	7.9	A	8.0	A
	WB	7.8	A	7.8	A	7.9	A
	SB	7.6	A	7.6	A	7.9	A
	Overall	7.9	A	7.8	A	8.0	A
Meadow Drive & Porter Place	EB					7.4	A
	WB	7.0	A	7.0	A	7.0	A
	NB	7.1	A	7.1	A	7.2	A
	SB	7.1	A	7.1	A	7.1	A
	Overall	7.1	A	7.1	A	7.1	A
Meadow Drive/Ivy Hill Road & Railroad Avenue/Keene Lane	EB	7.4	A	7.4	A	7.4	A
	NB	7.1	A	7.1	A	7.0	A
	SB	7.2	A	7.2	A	6.7	A
	Overall	7.2	A	7.2	A	6.9	A

Note: Shared cells represent approaches that don't experience delay in that condition or do not exist in that condition



Table 12 – Level of Service Summary – Unsignalized Intersection - Sunday Peak Hour

Intersection	Approach	Existing 2018		No-Build 2022		Build 2022	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	0.9	A	1.0	A	1.0	A
	WB					1.4	A
	NB					54.7	F
	SB	25.1	D	27.1	D	45.9	E
Grove Avenue & West Broadway	WB	2.2	A	2.3	A	2.4	A
	NB	63.4	F				
West Broadway & West Broadway	NB	10.8	B	10.9	B	11.2	B
Rockaway Turnpike & West Broadway	SB	0.4	A	0.4	A	0.4	A
Grove Avenue & Central Avenue	EB	11.9	B	11.9	B	12.5	B
	WB	11.6	B	11.4	B	12.0	B
	SB	9.8	A	9.8	A	10.7	B
	Overall	11.4	B	11.3	B	11.9	B
Meadow Drive & Porter Place	EB					7.7	A
	WB	6.7	A	6.7	A	6.8	A
	NB	7.1	A	7.1	A	7.3	A
	SB	7.2	A	7.2	A	7.4	A
	Overall	7.2	A	7.2	A	7.4	A
Meadow Drive/Ivy Hill Road & Railroad Avenue/Keene Lane	EB	7.4	A	7.4	A	7.4	A
	NB	7.2	A	7.2	A	7.2	A
	SB	7.1	A	7.1	A	6.8	A
	Overall	7.2	A	7.2	A	7.1	A

Note: Shared cells represent approaches that don't experience delay in that condition or do not existing in that condition

As can be seen in Tables 9, 10, 11 and 12, the critical approaches at the unsignalized intersections of W. Broadway at Grove Avenue, W. Broadway at W. Broadway, Rockaway Turnpike at W. Broadway, Central Avenue at Grove Avenue, Meadow Drive at Porter Place and Meadow Drive/Ivy Hill Road at Railroad Avenue /Keene Lane all operate in the Build Condition at an acceptable overall intersection LOS D or better during all periods analyzed.

The unsignalized intersection of Broadway at Prospect Avenue degrades in operation going from the No-Build to Build Condition. During the a.m. peak hour, Broadway at Prospect Avenue operates at an acceptable LOS D in the No-Build Condition and degrades to LOS F in the Build Condition. During the p.m. and Sunday peak hours, Broadway at Prospect Avenue operates at an acceptable LOS D in the No-Build

Condition and degrades to LOS E in the Build Condition. During the Saturday peak hour, Broadway at Prospect Avenue operates at LOS B in the No-Build Condition and degrades to LOS C in the Build Condition but still operates at an acceptable LOS. These degradations in LOS are a result of site generated traffic exiting at Prospect Avenue, which creates a new approach to the intersection. Due to the extents of the degradation, mitigation measures were investigated at this location, as discussed later.

It is important to note the analytical methodologies used for the analysis of unsignalized intersections use conservative parameters such as long critical gaps. Actual field observations indicate that drivers on minor streets generally accept shorter gaps in traffic than those used in the analysis procedures and therefore experience less delay than reported by the analysis software. Therefore the results of this analysis are very conservative and delay on these approaches is likely less than what is presented in this analysis.

Arterial Highway Analysis – Broadway

In order to understand the effect of the site-generated traffic in the Build condition on the operation of the Broadway Corridor included within the study area, an arterial analysis was performed. This analysis considered the overall eastbound/westbound operation of Broadway as it relates to the passage of traffic through each proceeding intersection and was analyzed for the three conditions during the four time-periods. The arterial analysis gives arterial speed and the level-of-service. Tables 13, 14, 15 and 16 summarizes the findings during a.m., p.m., Saturday midday, and Sunday midday peak hours in the Existing, No-Build and Build conditions

Table 13 – Broadway – Arterial LOS Analysis – AM Peak Hour

Arterial Speed & LOS	AM Peak Hour											
	Existing 2018				No Build 2022				Build 2022			
	EB		WB		EB		WB		EB		WB	
	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
Broadway – Meadow Lane to W. Broadway	20.4	C	20.5	C	20.2	C	20.1	C	19.6	C	19.8	C

Table 14 – Broadway – Arterial LOS Analysis – PM Peak Hour

Arterial Speed & LOS	AM Peak Hour											
	Existing 2018				No Build 2022				Build 2022			
	EB		WB		EB		WB		EB		WB	
	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
Broadway – Meadow Lane to W. Broadway	20.1	C	20.1	C	19.9	C	19.9	C	19.4	C	19.4	C



Table 15 – Broadway – Arterial LOS Analysis – Saturday Midday Peak Hour

Arterial Speed & LOS	AM Peak Hour											
	Existing 2018				No Build 2022				Build 2022			
	EB		WB		EB		WB		EB		WB	
	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
Broadway – Meadow Lane to W. Broadway	23.4	C	23.4	C	23.3	C	23.3	C	23.1	C	23.2	C

Table 16 – Broadway – Arterial LOS Analysis – Sunday Midday Peak Hour

Arterial Speed & LOS	AM Peak Hour											
	Existing 2018				No Build 2022				Build 2022			
	EB		WB		EB		WB		EB		WB	
	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS	Speed	LOS
Broadway – Meadow Lane to W. Broadway	20.8	C	21.5	C	20.6	C	21.3	C	20.0	C	21.0	C

As indicated in Tables 13, 14, 15, and 16, the site generated traffic will result in very small decreases to the arterial speed of travel along Broadway and no degradation to the arterial LOS. As a result, it can be determined that that the site generated traffic will not result in a significant impact to the operation of the existing roadway network.

Mitigation

Based on the detailed evaluation of potential impacts of the sites proposed redevelopment, the majority of the study intersections were found to accommodate the additional site traffic with minimal impact to operations. However, the unsignalized intersection of Prospect Avenue at Broadway was found to experience capacity deficiencies associated with the newly created northbound approach. In order to mitigate this condition, a two-way left turn lane (TWLTL) was investigated on Broadway along the frontage of the property (where additional land could be provided to accommodate the necessary widening). This TWLTL would accommodate left turns in the eastbound and westbound direction separately from the through traffic and would provide an intermediary area for left turns in the northbound and southbound directions of travel, which improves the overall operation. The mitigation results are presented in Tables 17, 18, 19 and 20. The tables show the No-Build, Build and Build with Mitigation results for easy comparison. The detailed capacity analysis worksheets are contained in Appendix C.



Table 17 – Mitigation Results – AM Peak Hour

Intersection	Approach	No-Build 2022		Build 2022		Build with Mitigation	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	2.1	A	2.2	A	10.4	B
	WB			0.6	A	10.1	B
	NB			52.8	F	26.0	D
	SB	33.1	D	54.0	F	25.7	D

Table 18 – Mitigation Results - PM Peak Hour

Intersection	Approach	No-Build 2022		Build 2022		Build with Mitigation	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	2.4	A	2.6	A	10.0	A
	WB			2.2	A	10.7	B
	NB			79.2	F	26.9	D
	SB	26.6	D	40.0	E	20.5	C

Table 19 – Mitigation Results – Saturday Midday Peak Hour

Intersection	Approach	No-Build 2022		Build 2022		Build with Mitigation	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	0.4	A	0.4	A	7.9	A
	WB			0.8	A	8.3	A
	NB			15.1	C	12.1	B
	SB	14.4	B	16.9	C	12.3	B

Table 20 – Mitigation Results – Sunday Midday Peak Hour

Intersection	Approach	No-Build 2022		Build 2022		Build with Mitigation	
		Delay	LOS	Delay	LOS	Delay	LOS
Prospect Avenue & Broadway	EB	1.0	A	1.0	A	8.7	A
	WB			1.4	A	9.9	A
	NB			54.7	F	20.2	C
	SB	27.1	D	45.9	E	18.0	C

As seen in Tables 17, 18, 19, and 20, the unsignalized intersection of Prospect Avenue & Broadway operates better than the No-Build condition in the northbound and southbound approaches during all four time-periods analyzed after mitigation measures were applied.

It should be noted that the eastbound and westbound approaches during each of the time periods studied increased in delay as a result of the addition of the two-way left turn lane. Examination of the results revealed that this was due to the fact that the Existing condition approach to the intersection includes both the left turn and through movements within a single lane group for the approach for which the results are reported. In the Build condition, the center lane provides a dedicated left turn lane approach which does not include the weighted average of both the left turn and through movements. As a result, the approach does not include a weighted average of both the left turns and through movements (which effectively have a 0.0 second delay associated with them). Accordingly, the approach delay appears to increase despite the addition of the left-turn lanes.

Construction Traffic

Information provided by the developer of the proposed Willow View Estates indicates an anticipated construction period of six to seven years. This includes demolition of existing structures on the site, the rough grading work required to bring the site up to the appropriate elevation levels required in the site flood zone, and the construction of the proposed homes. The developer has indicated that the demolition phase will occur over a period of 12 to 18 months, during which time subdivision infrastructure will also be established (utilities, roadways, etc.). The construction of the improved site will occur over the balance of the six to seven years (60 to 66 months) with areas of the site being raised to final grade as they are improved. It is anticipated that the construction of the residents will occur at rate of approximately 50 homes each year. The specific anticipated sequence of construction is as follows:

- Installation of erosion control devices, including silt fence and anti-tracking pad for construction entrance
- Demolition and removal of remaining structures/vegetation and underground infrastructure not utilized in new design
- Earthwork – rough grading of site (excavation and fill operations. Strip topsoil and stockpile in designated areas where applicable), rough grade of roadways
- Installation of building foundations/basements
- Building constructions (framing, siding, roofing, etc.)
- Utility connections to buildings
- Fine grading, roadway finishing
- Landscaping
- Building interior finishing
- Removal of erosion control devices

Construction traffic associated with these operations will include trucks for performing operations on the site as well as the delivery and removal of materials as well as worker's vehicles and tradesman vans. The number and types of construction vehicles will vary considerably depending on the phase of construction and the particular operations underway at any given time. The site's location on Broadway is key in consideration of construction traffic, particularly truck traffic.



All construction vehicles will arrive and depart via Broadway, a Nassau County roadway. A temporary construction entrance will be established on Broadway in a location determined through consultation with the Nassau County Department of Public Works and the Town of Hempstead. The developer of Willow View Estates will dictate the routes used by construction associated traffic; in particular trucks and large construction equipment, to minimize any impacts to traffic conditions on the roadways in the area. All large truck traffic will be routed to arrive and depart the site via major roadways to the maximum degree possible. Trucks will arrive at the site via Broadway by the Nassau Expressway (NYS Route 878) or Rockaway Turnpike. Local suppliers of construction material may arrive from other roadways to the site based on their origin. A large construction vehicle routing plan will be in place to ensure that no large trucks will utilize the local roadway system, minimizing any impacts in the area.

Parking and storage of all construction worker vehicles and construction equipment will be maintained on site. No parking of vehicles or equipment will occur on the surrounding roadways. Laydown areas for any materials that will be stockpiled on the site will be provided on site.

While it is difficult to determine the specific traffic levels that will be generated by the construction activities on the site, it can be stated that they will not approach levels of traffic that will occur once the site is fully constructed and occupied, as evaluated in this study. The number of construction workers will not approach those that would result in peak period traffic levels that are projected to exist once the development is complete. Material deliveries, removal of debris and other trucking operations will take place over the course of an entire day, as necessary, thereby reducing any impact on adjacent roadways.

It is noted that the site requires a significant amount of fill material to raise the site to required grade in accordance with the requirements of the flood zone. This material is estimated at 250,000 cubic yards (CY). This material will be brought to the site over the course of the 5-year build out period, reducing the frequency of truck trips bringing the material to the site. Assuming 25 CY of material per truck and 200 working days per year yields an average of 10 trucks laden with fill material to the site per day. Over an 8-hour day, this equates to an average of less than two fill truck deliveries to the site per hour. While it is anticipated that these fill material deliveries may originate from more than one location on Long Island, these deliveries will be controlled to arrive via major roadways and will not use local secondary streets. Likely arrival routes to Broadway and then the site include the Nassau Expressway and Rockaway Turnpike as dictated in a Construction Management Plan to be developed for the project as described below.

All construction activities will be overseen by a Construction Manager (CM) and dictated by a Construction Management Plan developed in coordination with the Town of Hempstead, the Village of Lawrence and the Village of Woodsburg. The CM will facilitate coordination among the appropriate governmental agencies/departments and interested parties to minimize potential construction impacts in the surrounding area. It is also anticipated that the Town of Hempstead will provide independent oversight on behalf of the public. While the Applicant will



strive to ensure that impacts as a result of demolition and construction are minimized, the public can express any issues during construction to the Town, which would then notify the Applicant; and, if necessary, the Department would oversee the implementation of any corrective action.

Off-Street Parking and Site Circulation

Off-Street Parking Required

In accordance with both the Town of Hempstead Building Zone Ordinance and the Village Code for the Incorporated Village of Woodburgh, single family residences do not have a specific parking requirement.

Off-Street Parking Provided

While the exact design of the proposed residential homes will be the subject of the later stages of the subdivision process, it can be inferred that each will provide a driveway capable of accommodating at least one vehicle and property frontage capable of accommodating at least one extra vehicle. Therefore, the minimum volume of parking that could be accommodated by the development would be equal to two (2) parked vehicles for every one (1) single family residence, not accounting for the larger lots, which could accommodate more vehicles within the proposed driveways, nor the fact that the frontages on-street parking is available in the vicinity of the site in spaces are not owned or controlled by the Applicant; as a result, some demand could be accommodated in those areas, but they would not solely be used by the proposed Willow View Estates project.

Based upon other parking demand studies VHB has conducted at single family residential developments, and our review of published resources in the form of *The Institute of Transportation Engineers, Parking Generation, 4th Edition*, the average peak parking demand for single-family detached housing (ITE Land Use 210) is 1.83 vehicles per dwelling unit. This development would provide a minimum ratio of 2.0 parking spaces per unit. Therefore it is our professional opinion that the off-street parking provided will be more than adequate to accommodate the anticipated demand for the proposed Willow View Estates project.

Site Circulation

A careful review of the Subdivision Layout Plan shows that the configuration of the proposed lots to be created by the subdivision of land, as well as the site access points to the existing roadway network and the internal site roadways within the subdivision itself will provide for adequate circulation.

As depicted on the Subdivision Layout Plan, the proposed development will include the installation of sidewalks along the interior roadways to be established for access



to the new homes. This is consistent with many of the side streets accessing residential properties within the study area and will serve to maintain safe conditions throughout the subdivision for pedestrians. However, similar to the surrounding area, no dedicated bicycle lanes are proposed within the subdivision.

Additionally, the proposed pedestrian accommodations will extend to the site frontage that exists along Broadway. Presently, the roadway frontage does not have sidewalks installed in any fashion along the property frontage; though sidewalks do exist on the south side of Broadway to the east and west of the premises. As a result, the proposed action will serve to bridge the gap in pedestrian accommodations which presently exists. As a result, the future condition will improve the level of pedestrian safety in the study area.

Public Transportation

The subject premises are located approximately 2,500 feet easterly from the Cedarhurst Train Station and approximately 1,500 feet southwesterly from the Woodmere Train Station, which both serve as stops on the LIRR Far Rockaway lines. Based on a review of the Nassau Inter-County Express (NICE) maps, bus service is available in a close proximity to the proposed development. NICE Bus Routes 31 (Far Rockaway-Lynbrook-Hemp) traverses W. Broadway and Rockaway Turnpike through the study area and NICE Bus Route 32 (Far Rockaway-Lynbrook-Hemp) traverses Broadway westward until Woodmere Boulevard, at which point it jogs northward to Central Avenue. While neither bus route passes the premises along its immediate frontage on Broadway, both provide bus stops within a reasonable distance of the site.

NICE Bus Route 31 runs northeast/southwest every 10 min from 7:00 am until 8:30 am, every 15 min from 8:30 am until 6:30 pm, every 30 min from 6:30 pm until 8:00 pm. The closest bus-stop for Route 31 in the proximity of the site is at W. Broadway and Prospect Avenue, approximately 1,700 feet (about one quarter of a mile) from the proposed development. Route 31 connects to Routes 1, 4, 6, 15, 16, 25, 27, 32, 33, 35, 40/41, 48, 49, 54, 55, 70, 71, and 72.

NICE Bus Route 32 runs northeast/southwest every 10 min from 7:00 am until 8:30 am, every 15 min from 8:30 am until 6:30 pm, every 30 min from 6:30 pm until 8:00 pm. The closest bus-stop for Route 32 in the proximity of the site is at Central Avenue and Prospect Avenue, approximately 500 feet from the proposed development. Route 32 connects to Routes 1, 4, 6, 15, 16, 25, 27, 31, 33, 35, 40/41, 48, 49, 54, 55, 70, 71, and 72.

Emergency Services

The project site is within the jurisdiction of the following entities in the event of a requisite emergency:

Police: Nassau County Police Department – 4th Precinct - The precinct is located at 1699 Broadway in the Village of Hewlett, approximately 2.0 miles northeast from the subject property.

Fire: Two different fire departments; the Lawrence-Cedarhurst Fire Department (LCFD) and the Woodmere Fire Department (WFD) – The LCFD is located at 75 Washington Avenue in Lawrence, approximately 0.7 miles southwest of the subject property. The WFD located at 20 Irving Place in Woodmere, approximately 0.6 miles northeast of the subject property

As discussed in detail as a part of the roadway analysis contained within this traffic impact study, the roadway network is expected to experience a minor impact as a result of the site generated traffic. Accordingly, it would be expected that the response times associated with the aforementioned emergency services would not be significantly impacted. Furthermore, in the event of an emergency, these services providers are able to bypass the installed traffic control measures to increase their response times. As a result, the increase in control delay associated with the newly generated traffic will be immaterial in the event of an emergency at or in the vicinity of the subject premises.

Traffic Signal Warrant Analysis

As previously discussed, the proposed subdivision would result in an increase in the level of traffic within a close proximity to the subject premises. While the subdivision will provide direct access to Meadow Drive, which includes a traffic signal at its intersection with Broadway, a new access road will be provided on Broadway opposite Prospect Avenue. Based on the expected increases in traffic volumes described in detail previously within this report, a traffic signal warrant analysis was conducted for the new access road to be provided.

Traffic Signal Warrant Analysis Broadway at Prospect Avenue

A traffic signal warrant analysis was conducted for the intersection of Broadway at Prospect Avenue and the new subdivision access road since this intersection could potentially accommodate a significant portion of the entering and exiting traffic from the proposed subdivision.

The Traffic Signal Warrant Analyses were performed in accordance with the 2009 Manual on Uniform Traffic Control Devices (MUTCD), Revision 2, published in 2012. There are nine warrants described in the MUTCD and the installation of a traffic signal should only be considered if one or more of the nine signal warrants are met. For this analysis, three of the warrants were considered applicable to the project and were examined. The warrants considered are outlined below:

- Warrant 1, Eight-Hour Vehicle Volume
- Warrant 2, Four-Hour Vehicle Volume
- Warrant 3, Peak Hour

The results of each of the three warrant analyses are outlined below.

Warrant 1 – Eight-Hour vehicle Volume

The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

- Condition A: The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- Condition B: The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition, the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

It should be noted that the Minimum Vehicular Volume, Condition A, is intended for application at locations where a large volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The Interruption of Continuous Traffic, Condition B, is intended for application at locations where Condition A is not satisfied and where the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

It is intended that Warrant 1 be treated as a single warrant. If Condition A is satisfied, then Warrant 1 is satisfied and analyses of Condition B and the combination of Conditions A and B are not needed. Similarly, if Condition B is satisfied, then Warrant 1 is satisfied and an analysis of the combination of Conditions A and B is not needed.

Table 4C-1 is reproduced from the MUTCD below. The relevant required volumes for the fulfillment of the signal warrant are highlighted on the table.

Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% ^a	80% ^b	70% ^c	56% ^d	100% ^a	80% ^b	70% ^c	56% ^d
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

^a Basic minimum hourly volume

^b Used for combination of Conditions A and B after adequate trial of other remedial measures

^c May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

^d May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

Utilizing the Automatic Traffic Recorder data collected, Table 21 below presents hourly weekday traffic volume on the Broadway at Prospect Avenue intersection approaches upon the addition of the site generated traffic and indicates if Conditions A or B are met for each hour. It should be noted that site street approach on Prospect Avenue for the northbound approach was estimated based on the trip distribution, as described previously, and time-of-day factors associated with exiting traffic for single family homes which estimates the percent of the total daily traffic generated on an hourly basis. Since the northbound approach to this intersection will include one lane in each direction to match the southbound approach, the outlined criteria in Table 4C-1 above was utilized to examine this warrant.



Table 21 – Warrant 1 – Hourly Traffic Volumes – Broadway at Prospect Avenue

Time Period	Typical Weekday <u>Volumes</u> ¹		Warrant 1 Condition A Major Road (1 lane) Min: 500 vph Minor Road (1 lanes) Min: 150 vph Satisfied?	Warrant 1 Condition B Major Road (1 lane) Min: 750 vph Minor Road (1 lanes) Min: 75 vph Satisfied?
	<u>Minor Road Build Volumes</u> ² Prospect Avenue (Northbound Volume)	<u>Major Road Volumes</u> Broadway (Both Approaches)		
7:00 AM – 8:00 AM	55	833	No	No
8:00 AM – 9:00 AM	51	943	No	No
9:00 AM – 10:00 AM	36	899	No	No
10:00 AM – 11:00 AM	40	837	No	No
11:00 AM – 12:00 PM	43	775	No	No
12:00 PM – 1:00 PM	46	703	No	No
1:00 PM – 2:00 PM	50	757	No	No
2:00 PM – 3:00 PM	55	728	No	No
3:00 PM – 4:00 PM	60	827	No	No
4:00 PM – 5:00 PM	74	1097	No	No
5:00 PM – 6:00 PM	73	1044	No	No
6:00 PM – 7:00 PM	60	942	No	No
7:00 PM – 8:00 PM	43	751	No	No

1. Hourly Traffic volumes are an average of five weekdays of data obtained in May of 2018 from ATRs contained in Attachment A.
2. Hourly traffic volume data for northbound Prospect Avenue was obtained from the estimated trip distribution and time of day factors associated with the overall traffic generated by the proposed use. The variations identified between the hourly data was then utilized to estimate the site generated traffic during each of the hours analyzed. Peak hour redistributed traffic was also distributed to this approach with the same variation.

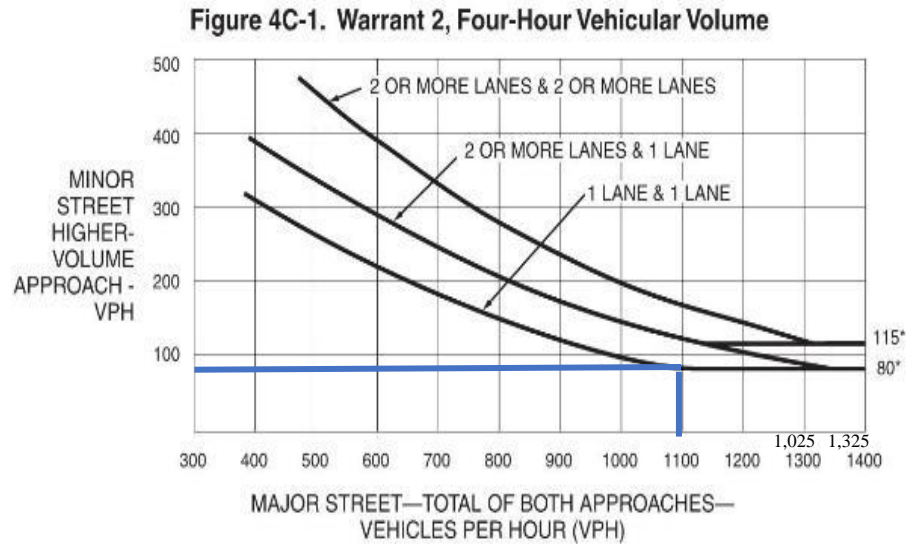
As can be seen in Table 21 above, Warrant 1 – Conditions A and B are not satisfied for at least 8 hours, hence the installation of the signal is not warranted at this intersection.

Warrant 2 – Four-Hour Vehicle Volume

The Four-Hour Vehicular Volume signal warrant conditions are intended to be applied where the volume of intersecting traffic is the principal reason to consider installing a traffic control signal. The need for a traffic control signal shall be considered if an engineering study finds that, for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 4C-1 below for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.



Figure 4C-1 below shows that this warrant is met when the bidirectional major street traffic volume is above 1,100 vehicles per hour (vph), and the side street approach volume is at least 80 vph for a one-lane minor street and a one-lane major street configuration, which is the configuration of the intersection of Broadway and Prospect Avenue.



*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

Four hours of traffic volume data from Table 21 has been reproduced below in Table 22 for purposes of evaluating Warrant 2.

Table 22 – Warrant 2 – Hourly Traffic Volumes – Broadway at Prospect Avenue

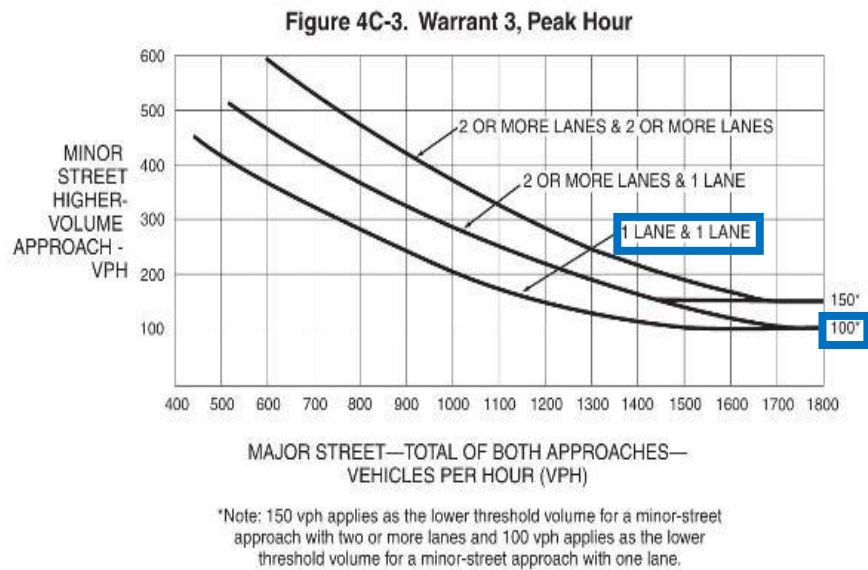
Time Period	Typical Weekday Volumes		Warrant 2 Satisfied?
	Minor Road ¹ Build Volumes Prospect Avenue (Northbound Volume) 1 lane - Min Vol: 80 vph	Major Road ² Build Volumes Prospect Avenue (Both Directions of Travel) 1 lane - Min Vol: 11,00 vph	
2:00 PM – 3:00 PM	60	827	No
3:00 PM – 4:00 PM	74	1097	No
4:00 PM – 5:00 PM	73	1044	No
5:00 PM – 6:00 PM	60	942	No

- Hourly Traffic volumes are an average of five weekdays of data obtained in May of 2018 from ATRs contained in Attachment A.
- Hourly traffic volume data for northbound Prospect Avenue was obtained from the estimated trip distribution and time of day factors associated with the overall traffic generated by the proposed use. The variations identified between the hourly data was then utilized to estimate the site generated traffic during each of the hours analyzed. Peak hour redistributed traffic was also distributed to this approach with the same variation.

As seen in Table 22, Warrant 2 is not satisfied for at least 4 hours, hence the installation of the signal is not warranted.

Warrant 3 – Peak Hour

Meeting the Peak Hour Condition B warrant requires an engineering study which finds that the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any 4 consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 4C-3 for the existing combination of approach lanes.



For a one lane minor street approach and a one lane major street approach, which is the configuration of Broadway at Prospect Avenue, Figure 4C-3 shows that this warrant is met when the traffic volume of the bidirectional major street and the traffic volume of the side street approach meet to a point above the curve shown for a one lane or more minor street and a one lane or more major street configuration. These thresholds are indicated in Blue on Figure 4C-3 above. Table 23 below indicates if the Warrant 3 thresholds were met.

Table 23 – Warrant 3 – Peak Hour Traffic Volumes – Broadway at Prospect Avenue

Time Period	Typical Weekday Volumes ¹		Warrant 3 Satisfied?
	Minor Road Build Volumes ² Prospect Avenue (Northbound Volume) 1 Lane – Min Vol: 100 vph	Major Road Volumes Broadway (Both Approaches) 1 Lane – Min Vol: 1,700 vph	
7:00 AM – 8:00 AM	55	833	No
8:00 AM – 9:00 AM	51	943	No
9:00 AM – 10:00 AM	36	899	No
10:00 AM – 11:00 AM	40	837	No
11:00 AM – 12:00 PM	43	775	No
12:00 PM – 1:00 PM	46	703	No
1:00 PM – 2:00 PM	50	757	No
2:00 PM – 3:00 PM	55	728	No
3:00 PM – 4:00 PM	60	827	No
4:00 PM – 5:00 PM	74	1097	No
5:00 PM – 6:00 PM	73	1044	No
6:00 PM – 7:00 PM	60	942	No
7:00 PM – 8:00 PM	43	751	No

1. Hourly Traffic volumes are an average of five weekdays of data obtained in May of 2018 from ATRs contained in Attachment A.
2. Hourly traffic volume data for northbound Prospect Avenue was obtained from the estimated trip distribution and time of day factors associated with the overall traffic generated by the proposed use. The variations identified between the hourly data was then utilized to estimate the site generated traffic during each of the hours analyzed. Peak hour redistributed traffic was also distributed to this approach with the same variation.

As seen in Table 23, Warrant 3 is not satisfied, hence the installation of a traffic signal is not warranted at the intersection of Broadway at Prospect Avenue under this warrant.

Summary of Traffic Signal Warrant Analysis

At the intersection of Broadway and Prospect Avenue, none of the three warrants were satisfied. Accordingly, the installation of the signal is not warranted at this location.

As part of the Build Condition, no mitigating scenarios that included the installation of a traffic signal at this location were examined.

6

Conclusions

Based on the results of the analyses conducted for the purpose of this report, we have arrived at the following conclusions:

- The proposed Willow View Estates Development is expected to generate 211 trips (entering 53 & exiting 158) during the a.m. peak hour, 282 trips (entering 178 & exiting 104) during the p.m. peak hour, 133 trips (entering 72 & exiting 61) during the Saturday midday hour, and 265 trips (entering 143 & exiting 122) during the Sunday midday hour.
- The analysis concluded the traffic generated by the proposed development can be accommodated without significant negative impacts to the adjacent roadway network with the proposed access plan identified in this report.
- Each of the Signalized study intersections maintain their operation at a LOS D or better during all time periods analyzed.
- The proposed site access approach for the subdivision located on at the intersection of Broadway and Prospect Avenue degrades in operation due to the additional northbound approach exiting traffic which does not presently exist. While a traffic signal warrant analysis did not indicate that a new traffic signal would be a reasonable mitigating measure at this location, the operation of this intersection was mitigated to function below capacity by the addition of a center two-way left turn lane along the frontage of the premises on Broadway.
- The traffic associated with the proposed development is not expected to result in any significant change in the rate or severity of accidents in the area.
- The on-street parking provided within the premises, as well as driveways for each of the residential homes created, will be more than adequate to accommodate the parking demand for the proposed Willow View Estates project.
- Based on observations conducted at the existing Woodmere Club catering/event hall and golf course, the existing property generates 90 trips (entering 67, exiting 23) during the a.m. peak hour, 55 trips (entering 5, exiting 50) during the p.m. peak hour, and 75 trips (entering 43 & exiting 32) during the Sunday midday



peak hour. While this traffic will be eliminated in the future condition as a result of the Proposed Development, no credit was applied to account for the reduction in traffic within the study area to provide a more conservative analysis.

- A careful review of the proposed Subdivision Plan shows that the internal site roadways will provide for adequate on-site circulation.
- The proposed 285-unit subdivision will not have any significant impact on the traffic operations in the area.



Appendix A

Description

Turning Movement Count Data

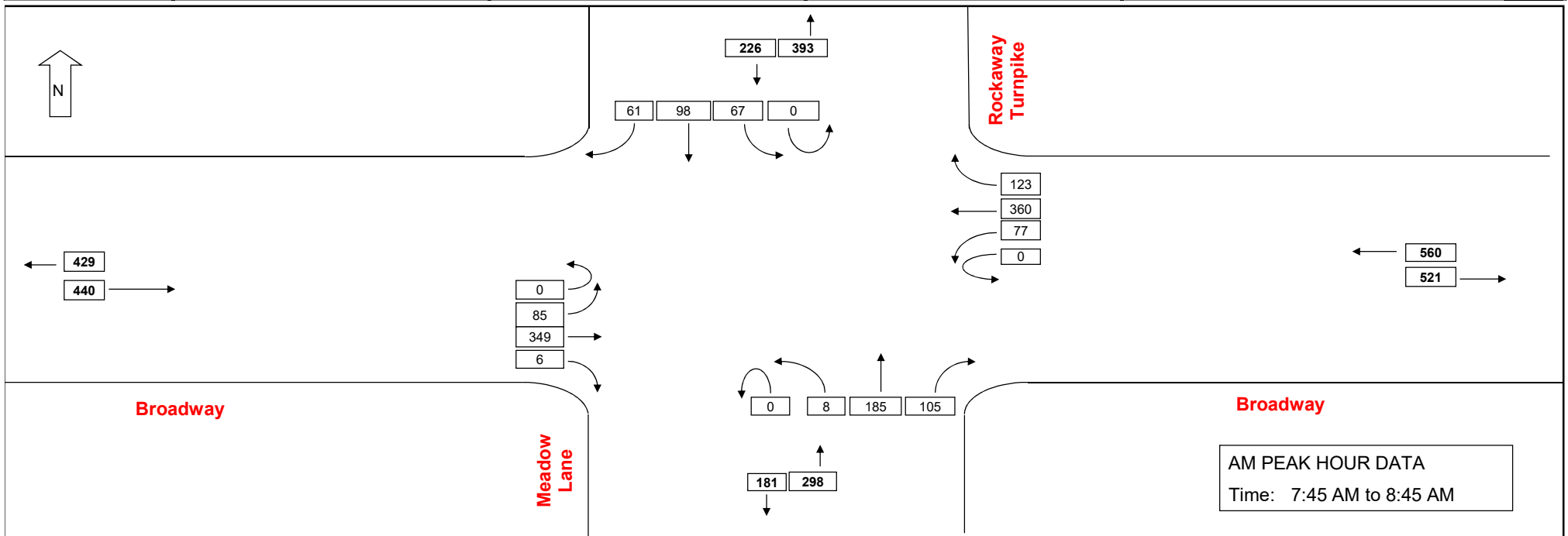
TRAFFIC VOLUME DATA

Broadway at Rockaway Turnpike / Meadow Lane
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	12	65	2	79	0	30	88	14	132	0	2	45	14	61	0	10	14	12	36	308	
7:15 AM	0	15	80	1	96	0	18	95	21	134	0	2	46	20	68	0	10	14	5	29	327	
7:30 AM	0	19	91	1	111	0	20	84	17	121	0	0	45	20	65	0	24	18	12	54	351	
7:45 AM	0	23	111	1	135	0	25	99	22	146	0	0	47	22	69	0	23	21	15	59	409	1,395
8:00 AM	0	25	78	1	104	0	22	74	36	132	0	4	43	24	71	0	16	26	20	62	369	1,456
8:15 AM	0	20	74	3	97	0	16	87	39	142	0	3	55	23	81	0	13	25	10	48	368	1,497
8:30 AM	0	17	86	1	104	0	14	100	26	140	0	1	40	36	77	0	15	26	16	57	378	1,524
8:45 AM	0	34	111	1	146	0	12	106	19	137	0	6	41	22	69	0	9	24	15	48	400	1,515
Peak Hour 7:45 AM to 8:45 AM	0	85	349	6	440	0	77	360	123	560	0	8	185	105	298	0	67	98	61	226	1,524	
PHF										11%					4%					8%	0.93	
% HV					9%																	



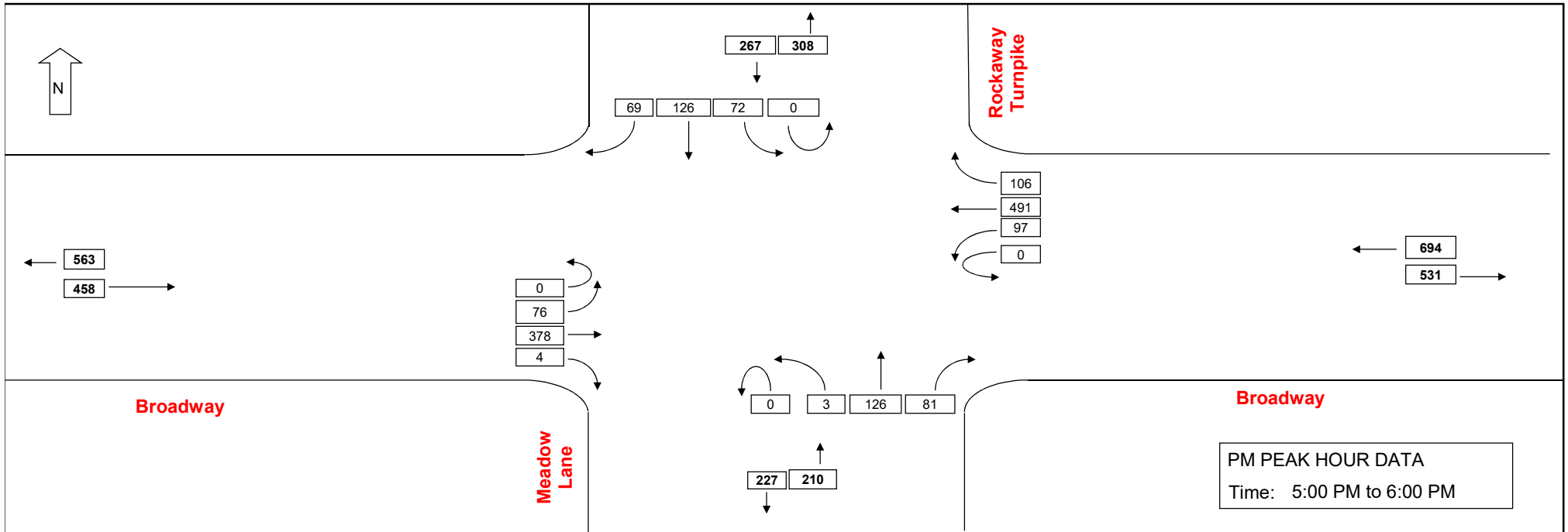
TRAFFIC VOLUME DATA

Broadway at Rockaway Turnpike / Meadow Lane
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	18	77	1	96	0	16	96	16	128	0	0	29	12	41	0	22	19	15	56	321	
2:15 PM	0	19	86	1	106	0	10	84	25	119	0	1	25	19	45	0	19	24	14	57	327	
2:30 PM	0	16	64	2	82	0	10	115	26	151	0	1	45	25	71	0	24	15	15	54	358	
2:45 PM	0	27	106	3	136	0	11	109	31	151	0	0	33	12	45	0	27	25	19	71	403	1,409
3:00 PM	0	16	84	3	103	0	9	91	37	137	0	0	39	23	62	0	15	36	16	67	369	1,457
3:15 PM	0	28	91	1	120	0	12	107	22	141	0	2	31	27	60	0	15	27	17	59	380	1,510
3:30 PM	0	23	96	0	119	0	9	84	26	119	0	1	37	20	58	0	16	27	10	53	349	1,501
3:45 PM	0	6	111	0	117	0	13	116	36	165	0	0	27	22	49	0	26	31	17	74	405	1,503
4:00 PM	0	26	92	2	120	0	13	106	45	164	0	2	33	21	56	0	21	31	11	63	403	1,537
4:15 PM	0	16	76	2	94	0	24	114	34	172	0	0	35	18	53	0	25	35	26	86	405	1,562
4:30 PM	0	16	92	2	110	0	21	110	34	165	0	0	32	15	47	0	20	33	14	67	389	1,602
4:45 PM	0	16	104	1	121	0	16	114	25	155	0	0	31	23	54	0	19	32	11	62	392	1,589
5:00 PM	0	23	95	1	119	0	23	127	25	175	0	2	34	20	56	0	23	27	23	73	423	1,609
5:15 PM	0	16	96	2	114	0	22	123	22	167	0	0	34	17	51	0	17	29	16	62	394	1,598
5:30 PM	0	17	99	0	116	0	27	126	31	184	0	0	33	25	58	0	15	30	16	61	419	1,628
5:45 PM	0	20	88	1	109	0	25	115	28	168	0	1	25	19	45	0	17	40	14	71	393	1,629
6:00 PM	0	19	86	0	105	0	19	126	31	176	0	1	29	17	47	0	19	30	15	64	392	1,598
6:15 PM	0	23	77	1	101	0	19	113	24	156	0	0	33	19	52	0	15	32	25	72	381	1,585
Peak Hour 5:00 PM to 6:00 PM PHF % HV	0	76	378	4	458	0	97	491	106	694	0	3	126	81	210	0	72	126	69	267	1,629	0.96
					2%					3%				2%						3%		



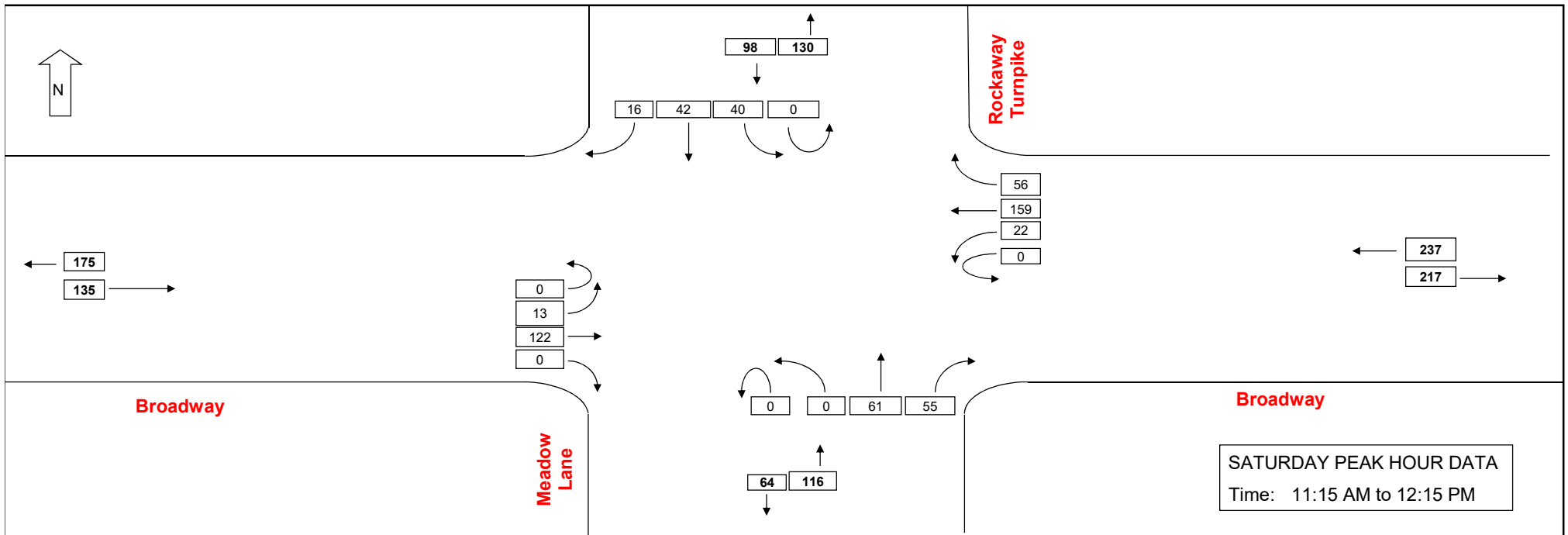
TRAFFIC VOLUME DATA

Broadway at Rockaway Turnpike / Meadow Lane
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	4	21	0	25	0	6	26	13	45	0	1	15	11	27	0	17	11	3	31	128	
10:15 AM	0	4	29	0	33	0	1	37	12	50	0	0	16	15	31	0	17	13	3	33	147	
10:30 AM	0	2	29	0	31	0	8	25	11	44	0	1	24	9	34	0	13	10	2	25	134	
10:45 AM	0	0	30	0	30	0	2	32	7	41	0	0	14	17	31	0	7	10	6	23	125	534
11:00 AM	0	6	28	0	34	0	7	33	9	49	0	0	10	7	17	0	8	15	1	24	124	530
11:15 AM	0	3	34	0	37	0	5	49	14	68	0	0	13	11	24	0	9	7	6	22	151	534
11:30 AM	0	6	28	0	34	0	4	34	12	50	0	0	12	14	26	0	13	10	4	27	137	537
11:45 AM	0	2	30	0	32	0	4	37	16	57	0	0	17	12	29	0	11	14	2	27	145	557
12:00 PM	0	2	30	0	32	0	9	39	14	62	0	0	19	18	37	0	7	11	4	22	153	586
12:15 PM	0	4	37	0	41	0	5	37	7	49	0	0	16	9	25	0	9	10	4	23	138	573
12:30 PM	0	3	26	0	29	0	6	34	13	53	0	0	11	12	23	0	4	10	0	14	119	555
12:45 PM	0	2	36	0	38	0	6	42	13	61	0	0	10	17	27	0	13	12	2	27	153	563
1:00 PM	0	2	36	0	38	0	11	43	11	65	0	0	13	6	19	0	9	9	3	21	143	553
1:15 PM	0	4	15	1	20	0	9	33	9	51	0	0	19	13	32	0	8	12	2	22	125	540
1:30 PM	0	3	29	2	34	0	9	34	11	54	0	0	12	18	30	0	10	11	2	23	141	562
1:45 PM	0	2	29	1	32	0	7	38	13	58	0	0	15	11	26	0	9	15	4	28	144	553
Peak Hour 11:15 AM to 12:15 PM PHF % HV	0	13	122	0	135	0	22	159	56	237	0	0	61	55	116	0	40	42	16	98	586	0.96
					3%					2%					2%					3%		



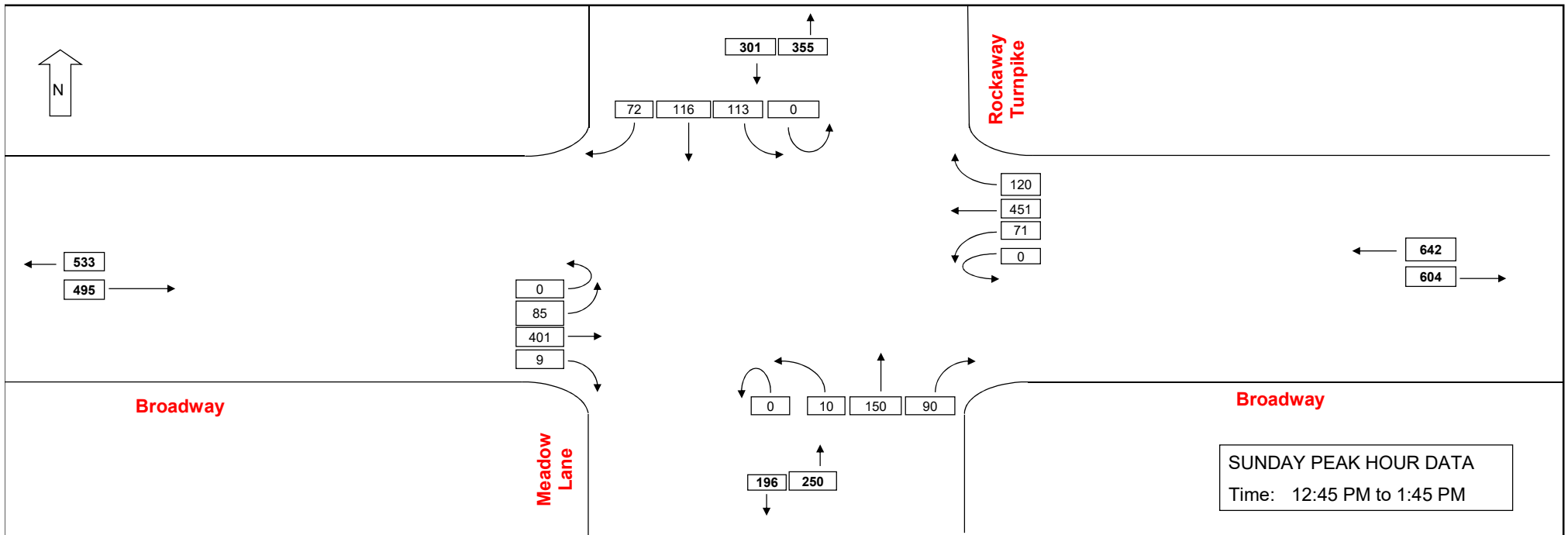
TRAFFIC VOLUME DATA

Broadway at Rockaway Turnpike / Meadow Lane
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	20	82	1	103	0	17	62	42	121	0	2	37	12	51	0	15	23	16	54	329	
10:15 AM	0	25	83	3	111	0	7	72	30	109	0	0	28	22	50	0	27	21	14	62	332	
10:30 AM	0	22	86	4	112	0	12	86	35	133	0	0	30	24	54	0	27	19	16	62	361	
10:45 AM	0	14	82	0	96	0	13	92	37	142	0	2	35	18	55	0	19	30	15	64	357	1,379
11:00 AM	0	26	91	3	120	0	11	72	40	123	0	0	28	19	47	0	31	22	15	68	358	1,408
11:15 AM	0	27	81	5	113	0	15	95	28	138	0	1	30	17	48	0	28	22	11	61	360	1,436
11:30 AM	0	24	93	3	120	0	17	69	29	115	0	7	25	23	55	0	31	30	21	82	372	1,447
11:45 AM	0	19	77	3	99	0	15	111	34	160	0	3	20	17	40	0	25	30	21	76	375	1,465
12:00 PM	0	25	94	2	121	0	14	111	27	152	0	4	44	28	76	0	32	22	18	72	421	1,528
12:15 PM	0	25	87	1	113	0	25	116	29	170	0	4	30	12	46	0	32	30	21	83	412	1,580
12:30 PM	0	30	93	1	124	0	13	101	33	147	0	3	30	17	50	0	19	23	13	55	376	1,584
12:45 PM	0	22	97	3	122	0	15	119	36	170	0	2	35	16	53	0	26	29	18	73	418	1,627
1:00 PM	0	17	117	2	136	0	19	119	26	164	0	1	26	27	54	0	27	27	23	77	431	1,637
1:15 PM	0	25	91	3	119	0	24	109	32	165	0	2	44	28	74	0	34	26	16	76	434	1,659
1:30 PM	0	21	96	1	118	0	13	104	26	143	0	5	45	19	69	0	26	34	15	75	405	1,688
1:45 PM	0	23	96	1	120	0	16	117	21	154	0	2	29	20	51	0	26	22	11	59	384	1,654
Peak Hour 12:45 PM to 1:45 PM	0	85	401	9	495	0	71	451	120	642	0	10	150	90	250	0	113	116	72	301	1,688	
PHF					1%					1%					0%					1%	0.97	



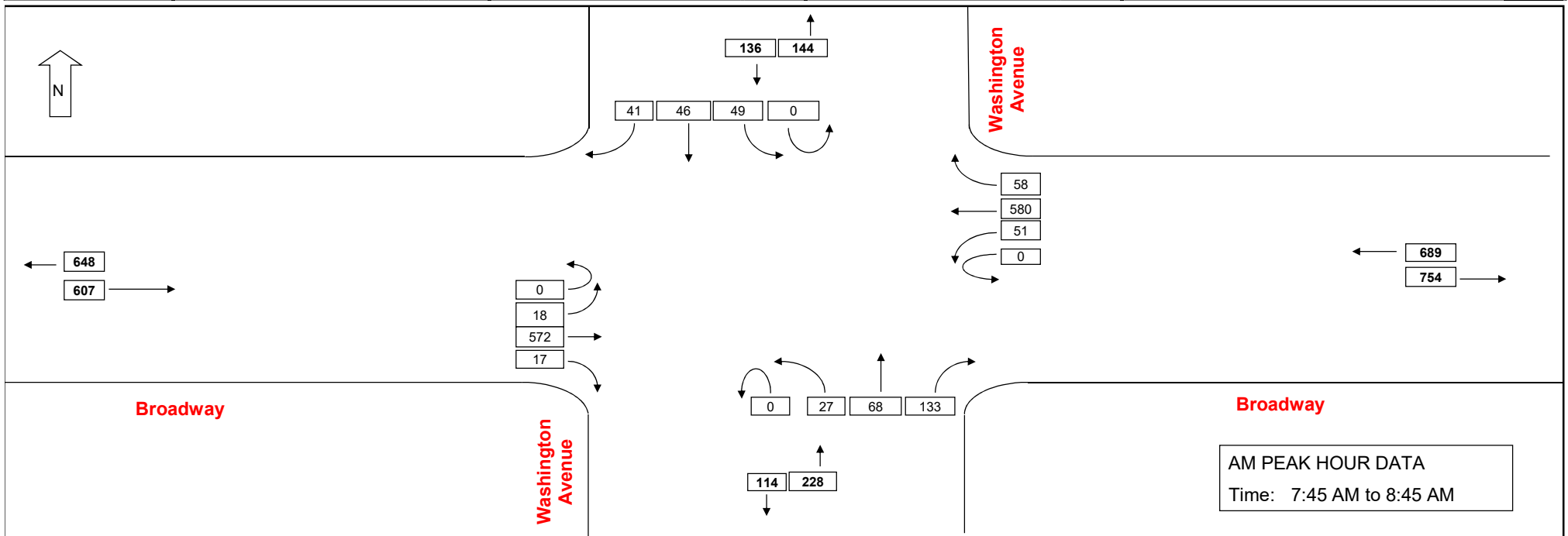
TRAFFIC VOLUME DATA

Broadway at Washington Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	1	109	0	110	0	3	130	7	140	0	0	3	11	14	0	4	5	5	14	278	
7:15 AM	0	0	125	2	127	0	7	132	4	143	0	0	7	14	21	0	2	3	4	9	300	
7:30 AM	0	8	153	2	163	0	12	135	8	155	0	4	13	22	39	0	7	8	3	18	375	
7:45 AM	0	6	145	7	158	0	17	147	13	177	0	7	18	39	64	0	10	6	9	25	424	1,377
8:00 AM	0	3	154	7	164	0	13	152	12	177	0	8	15	32	55	0	10	9	18	37	433	1,532
8:15 AM	0	4	128	3	135	0	9	140	16	165	0	6	16	30	52	0	12	13	8	33	385	1,617
8:30 AM	0	5	145	0	150	0	12	141	17	170	0	6	19	32	57	0	17	18	6	41	418	1,660
8:45 AM	0	8	131	4	143	0	10	126	8	144	0	14	20	33	67	0	15	17	22	54	408	1,644
Peak Hour 7:45 AM to 8:45 AM	0	18	572	17	607	0	51	580	58	689	0	27	68	133	228	0	49	46	41	136	1,660	0.96
PHF % HV					7%					10%				6%						4%		



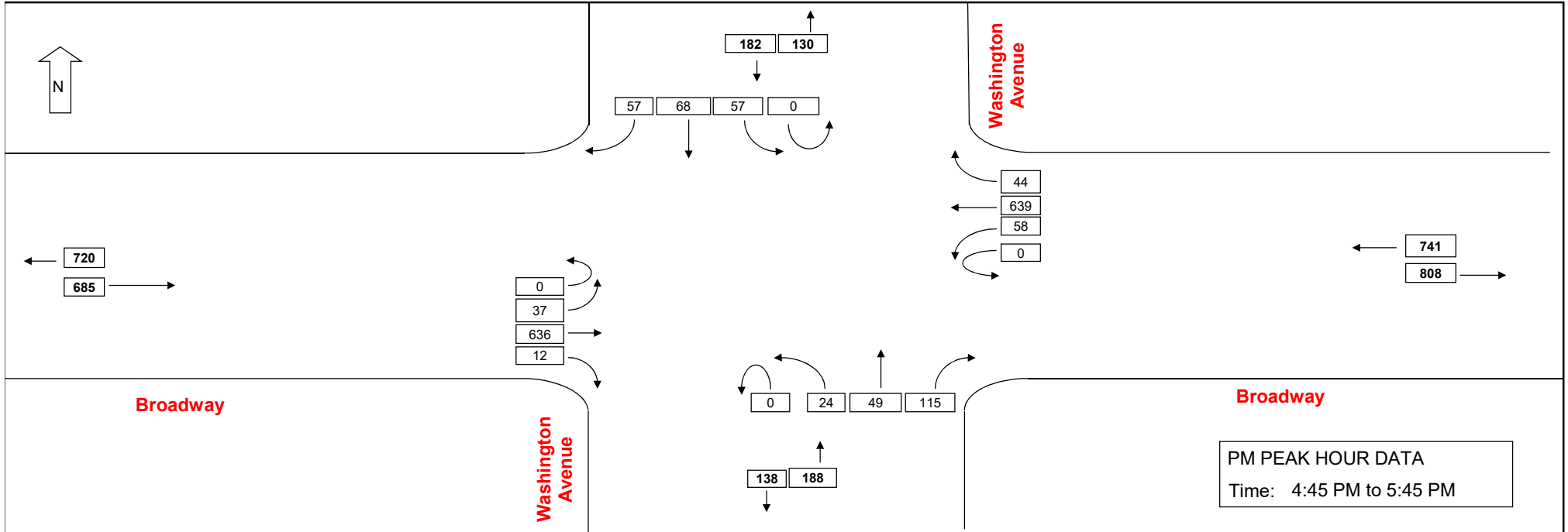
TRAFFIC VOLUME DATA

Broadway at Washington Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	8	117	0	125	0	9	113	8	130	0	2	10	16	28	0	11	9	11	31	314	
2:15 PM	0	6	131	2	139	0	9	115	7	131	0	2	11	20	33	0	8	8	8	24	327	
2:30 PM	0	6	123	3	132	0	6	152	8	166	0	1	3	42	46	0	12	7	16	35	379	
2:45 PM	0	10	166	4	180	0	9	139	9	157	0	3	11	33	47	0	21	11	14	46	430	1,450
3:00 PM	0	11	133	3	147	0	5	120	8	133	0	1	15	24	40	0	19	12	14	45	365	1,501
3:15 PM	0	8	153	1	162	0	14	131	12	157	0	5	15	32	52	0	12	6	19	37	408	1,582
3:30 PM	0	10	132	4	146	0	20	121	10	151	0	4	16	36	56	0	14	15	15	44	397	1,600
3:45 PM	0	16	148	5	169	0	6	150	5	161	0	2	12	33	47	0	20	15	15	50	427	1,597
4:00 PM	0	12	149	1	162	0	9	143	14	166	0	5	13	32	50	0	16	7	12	35	413	1,645
4:15 PM	0	8	150	3	161	0	9	149	9	167	0	7	14	34	55	0	12	16	16	44	427	1,664
4:30 PM	0	2	135	7	144	0	12	145	7	164	0	4	25	38	67	0	15	14	12	41	416	1,683
4:45 PM	0	8	150	5	163	0	9	140	12	161	0	11	9	37	57	0	19	15	16	50	431	1,687
5:00 PM	0	8	169	4	181	0	12	162	10	184	0	4	21	28	53	0	16	19	13	48	466	1,740
5:15 PM	0	8	161	1	170	0	24	162	10	196	0	7	11	16	34	0	10	16	15	41	441	1,754
5:30 PM	0	13	156	2	171	0	13	175	12	200	0	2	8	34	44	0	12	18	13	43	458	1,796
5:45 PM	0	11	138	0	149	0	17	164	9	190	0	4	14	21	39	0	9	11	17	37	415	1,780
6:00 PM	0	8	129	2	139	0	13	160	7	180	0	4	12	37	53	0	17	13	21	51	423	1,737
6:15 PM	0	6	117	0	123	0	11	150	9	170	0	3	12	28	43	0	5	9	12	26	362	1,658
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	37	636	12	685	0	58	639	44	741	0	24	49	115	188	0	57	68	57	182	1,796	0.96
					4%					3%					4%					2%		



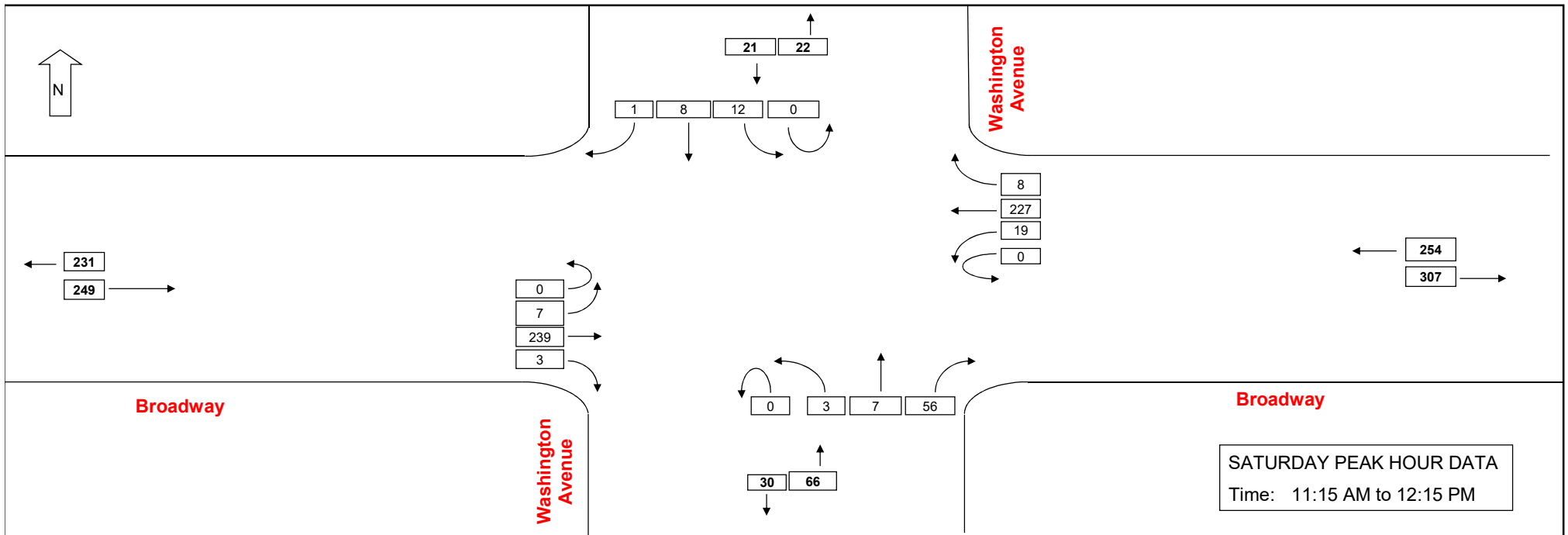
TRAFFIC VOLUME DATA

Broadway at Washington Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	1	58	2	61	0	5	44	4	53	0	2	2	11	15	0	0	2	0	2	131		
10:15 AM	0	1	63	1	65	0	1	47	3	51	0	1	3	14	18	0	3	1	1	5	139		
10:30 AM	0	3	49	1	53	0	7	42	4	53	0	3	0	10	13	0	3	3	0	6	125		
10:45 AM	0	0	61	2	63	1	6	42	5	54	0	2	5	16	23	0	5	1	0	6	146	541	
11:00 AM	0	1	43	2	46	0	2	54	3	59	0	0	0	12	12	0	5	3	2	10	127	537	
11:15 AM	0	1	61	0	62	0	6	62	4	72	0	1	0	15	16	0	4	2	1	7	157	555	
11:30 AM	0	2	60	2	64	0	5	50	1	56	0	0	2	15	17	0	4	2	0	6	143	573	
11:45 AM	0	0	62	0	62	0	6	57	1	64	0	0	1	13	14	0	2	2	0	4	144	571	
12:00 PM	0	4	56	1	61	0	2	58	2	62	0	2	4	13	19	0	2	2	0	4	146	590	
12:15 PM	0	0	64	4	68	0	3	50	3	56	0	1	3	19	23	0	4	2	0	6	153	586	
12:30 PM	0	1	50	1	52	0	9	49	1	59	0	2	1	11	14	0	1	1	3	5	130	573	
12:45 PM	0	0	67	2	69	0	4	61	3	68	0	1	1	14	16	0	2	1	2	5	158	587	
1:00 PM	0	3	58	2	63	0	5	60	1	66	0	1	4	2	7	0	1	2	2	5	141	582	
1:15 PM	0	1	42	0	43	0	2	40	2	44	0	4	4	10	18	0	2	1	3	6	111	540	
1:30 PM	0	1	63	0	64	0	3	52	2	57	0	1	3	9	13	0	1	2	1	4	138	548	
1:45 PM	0	1	55	2	58	0	3	45	0	48	0	4	1	14	19	0	2	0	3	5	130	520	
Peak Hour 11:15 AM to 12:15 PM	0	7	239	3	249	0	19	227	8	254	0	3	7	56	66	0	12	8	1	21	590		
PHF																							
% HV					2%					2%					0%						4%	0.94	



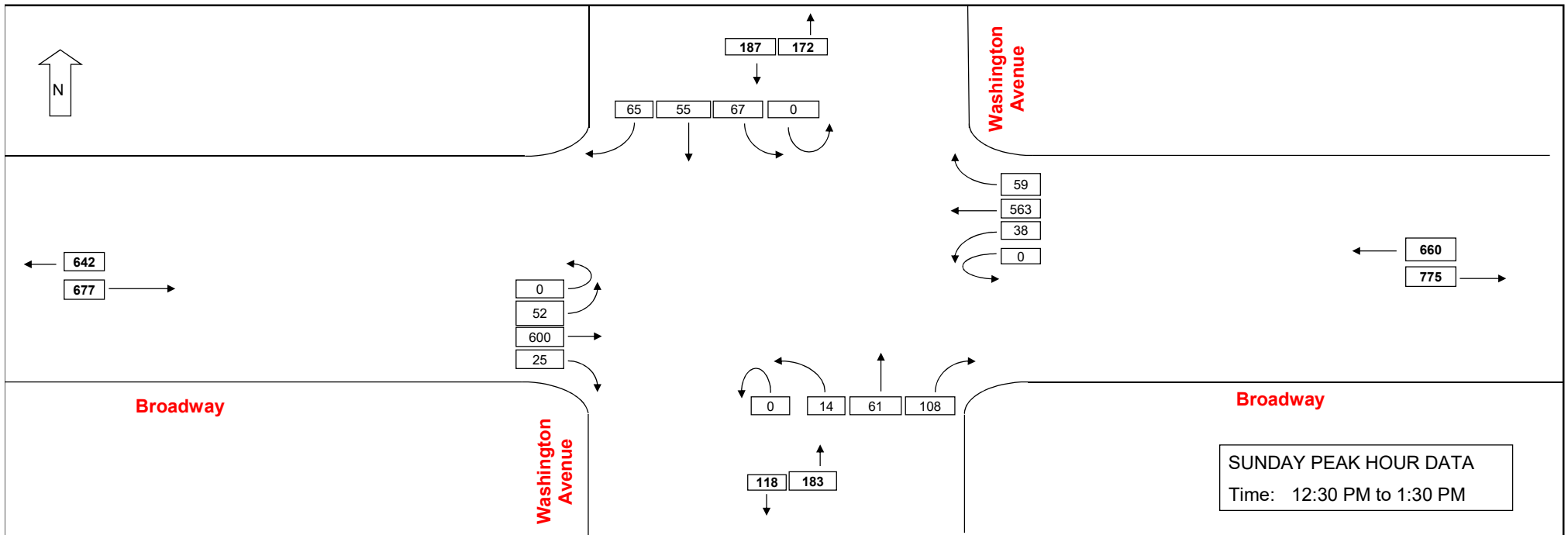
TRAFFIC VOLUME DATA

Broadway at Washington Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	9	118	5	132	0	6	129	11	146	0	5	12	25	42	0	6	5	7	18	338	
10:15 AM	0	8	141	3	152	0	13	93	14	120	0	5	14	25	44	0	8	8	9	25	341	
10:30 AM	0	13	131	5	149	0	6	118	8	132	0	8	20	13	41	0	8	9	10	27	349	
10:45 AM	0	9	122	3	134	0	9	130	8	147	0	3	19	23	45	0	17	10	9	36	362	1,390
11:00 AM	0	15	152	5	172	0	9	120	12	141	0	4	5	21	30	0	11	10	10	31	374	1,426
11:15 AM	0	15	126	2	143	0	8	121	10	139	0	1	16	15	32	0	13	8	10	31	345	1,430
11:30 AM	0	8	142	6	156	0	7	105	14	126	0	3	10	22	35	0	11	13	10	34	351	1,432
11:45 AM	0	11	108	4	123	0	9	148	13	170	0	8	14	18	40	0	11	10	10	31	364	1,434
12:00 PM	0	7	162	2	171	0	9	123	16	148	0	3	11	25	39	0	15	15	24	54	412	1,472
12:15 PM	0	13	119	11	143	0	10	164	11	185	0	1	12	21	34	0	19	11	16	46	408	1,535
12:30 PM	0	13	132	5	150	0	6	130	19	155	0	2	17	27	46	0	11	14	15	40	391	1,575
12:45 PM	0	12	142	4	158	0	8	140	10	158	0	3	16	30	49	0	19	17	18	54	419	1,630
1:00 PM	0	12	167	4	183	0	10	141	10	161	0	7	17	27	51	0	19	9	22	50	445	1,663
1:15 PM	0	15	159	12	186	0	14	152	20	186	0	2	11	24	37	0	18	15	10	43	452	1,707
1:30 PM	0	11	137	4	152	0	17	104	13	134	0	6	16	28	50	0	15	9	18	42	378	1,694
1:45 PM	0	11	149	3	163	0	6	134	9	149	0	2	11	15	28	0	17	9	11	37	377	1,652
Peak Hour 12:30 PM to 1:30 PM	0	52	600	25	677	0	38	563	59	660	0	14	61	108	183	0	67	55	65	187	1,707	
PHF % HV					1%					1%				0%						0%	0.94	



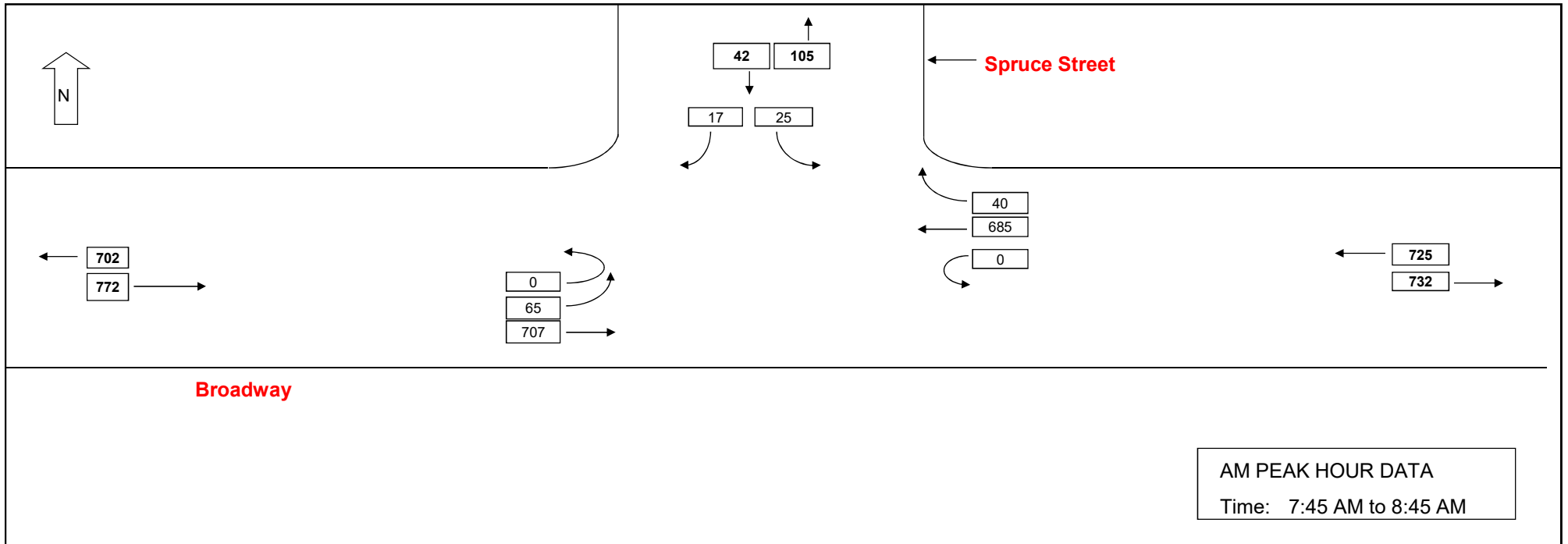
TRAFFIC VOLUME DATA

**Broadway at Spruce Street
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	0	12	114		126	0		124	5	129					3		7	10	265	
7:15 AM	0	8	135		143	0		146	4	150					1		0	1	294	
7:30 AM	0	9	165		174	0		148	3	151					4		8	12	337	
7:45 AM	0	16	187		203	0		201	9	210					5		3	8	421	1,317
8:00 AM	0	15	189		204	0		162	19	181					2		4	6	391	1,443
8:15 AM	0	14	159		173	0		152	4	156					8		5	13	342	1,491
8:30 AM	0	20	172		192	0		170	8	178					10		5	15	385	1,539
8:45 AM	0	13	172		185	0		164	7	171					3		6	9	365	1,483
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	65	707		772	0		685	40	725					25		17	42	1,539 0.91	
					7%					11%								7%		



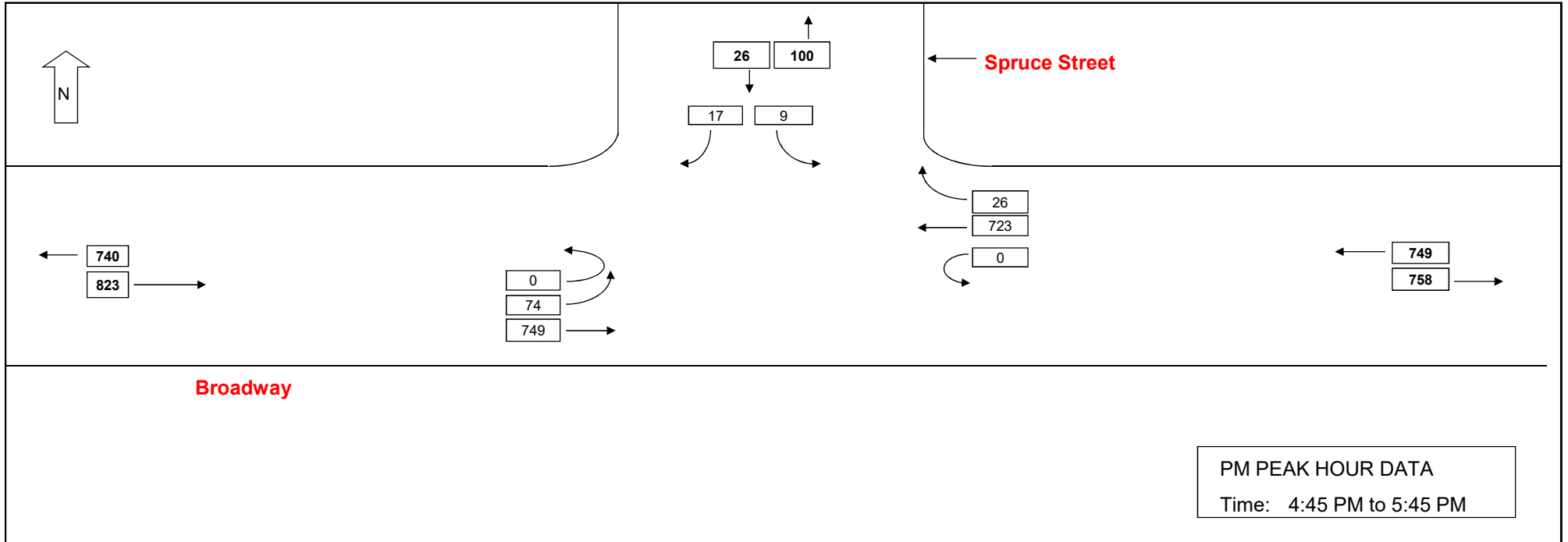
TRAFFIC VOLUME DATA

**Broadway at Spruce Street
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
2:00 PM	0	13	142		155	0		119	12	131					2		2	4	290	
2:15 PM	0	11	141		152	0		131	7	138					5		5	10	300	
2:30 PM	0	14	168		182	0		157	4	161					1		6	7	350	
2:45 PM	0	12	211		223	0		131	5	136					2		10	12	371	1,311
3:00 PM	0	22	163		185	0		128	4	132					5		7	12	329	1,350
3:15 PM	0	22	178		200	0		159	5	164					7		6	13	377	1,427
3:30 PM	0	14	167		181	0		160	6	166					1		3	4	351	1,428
3:45 PM	0	19	174		193	0		152	6	158					2		9	11	362	1,419
4:00 PM	0	11	192		203	0		158	4	162					4		6	10	375	1,465
4:15 PM	0	12	182		194	0		154	8	162					3		1	4	360	1,448
4:30 PM	0	25	184		209	0		151	6	157					5		4	9	375	1,472
4:45 PM	0	21	191		212	0		170	6	176					3		6	9	397	1,507
5:00 PM	0	14	199		213	0		175	4	179					2		4	6	398	1,530
5:15 PM	0	17	177		194	0		189	11	200					3		4	7	401	1,571
5:30 PM	0	22	182		204	0		189	5	194					1		3	4	402	1,598
5:45 PM	0	16	165		181	0		178	7	185					0		5	5	371	1,572
6:00 PM	0	11	163		174	0		178	3	181					4		9	13	368	1,542
6:15 PM	0	15	134		149	0		148	3	151					3		4	7	307	1,448
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	74	749		823	0		723	26	749					9		17	26	1,598	0.99
					3%					4%								0%		



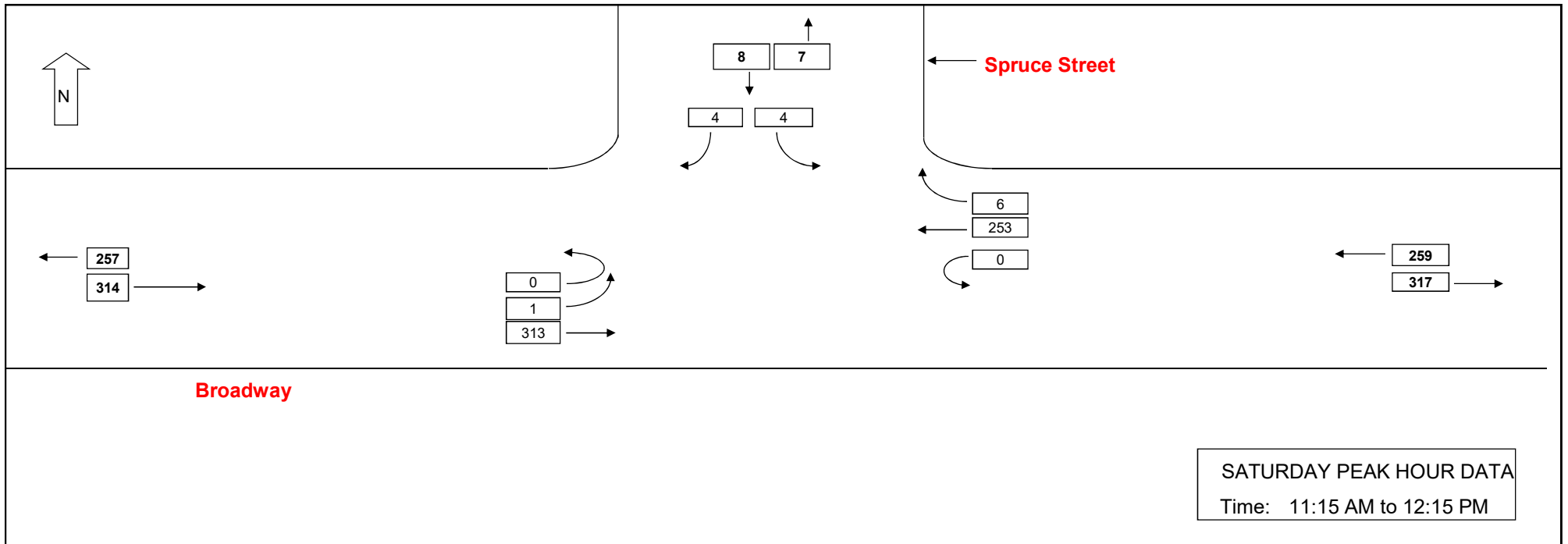
TRAFFIC VOLUME DATA

**Broadway at Spruce Street
Woodmere, NY**



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	0	0	69		69	0		54	3	57					1		0	1	127	
10:15 AM	0	0	75		75	0		50	3	53					0		1	1	129	
10:30 AM	0	1	63		64	0		59	0	59					2		0	2	125	
10:45 AM	0	1	80		81	0		54	4	58					0		0	0	139	520
11:00 AM	0	1	56		57	0		59	1	60					0		1	1	118	511
11:15 AM	0	0	78		78	0		66	1	67					0		2	2	147	529
11:30 AM	0	0	84		84	0		57	1	58					1		1	2	144	548
11:45 AM	0	1	76		77	0		71	2	73					2		0	2	152	561
12:00 PM	0	0	75		75	0		59	2	61					1		1	2	138	581
12:15 PM	0	1	87		88	0		57	0	57					1		0	1	146	580
12:30 PM	0	1	61		62	0		60	1	61					0		0	0	123	559
12:45 PM	0	1	87		88	0		67	2	69					0		0	0	157	564
1:00 PM	0	0	54		54	0		69	1	70					0		2	2	126	552
1:15 PM	0	0	56		56	0		48	2	50					1		0	1	107	513
1:30 PM	0	0	72		72	0		59	1	60					0		1	1	133	523
1:45 PM	0	3	71		74	0		54	0	54					1		2	3	131	497
Peak Hour 11:15 AM to 12:15 PM	0	1	313		314	0		253	6	259				4		4	8	581		
PHF																			10%	0.96
% HV					2%					2%										



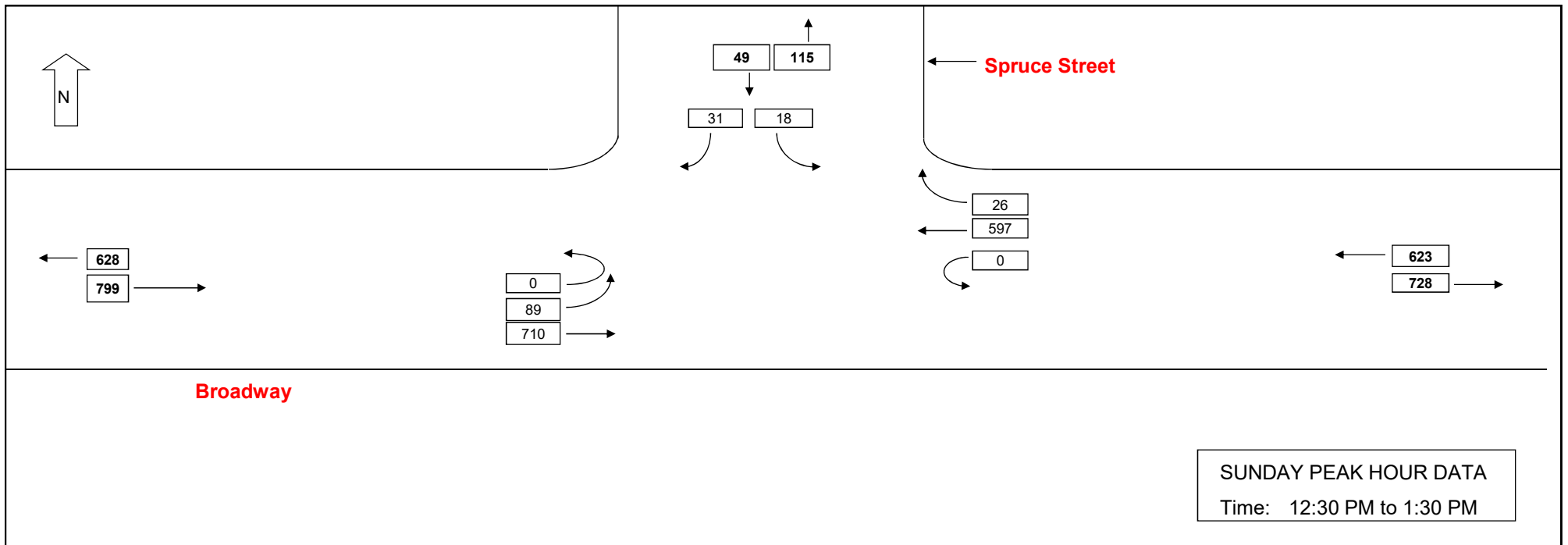
TRAFFIC VOLUME DATA

**Broadway at Spruce Street
Woodmere, NY**



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
10:00 AM	0	18	140		158	0		121	4	125					0		6	6	289		
10:15 AM	0	21	170		191	0		118	2	120					2		6	8	319		
10:30 AM	0	22	141		163	0		119	4	123					2		5	7	293		
10:45 AM	0	10	143		153	0		147	4	151					3		1	4	308	1,209	
11:00 AM	0	24	156		180	0		123	3	126					6		5	11	317	1,237	
11:15 AM	0	24	143		167	0		132	5	137					1		6	7	311	1,229	
11:30 AM	0	18	164		182	0		118	11	129					6		8	14	325	1,261	
11:45 AM	0	24	120		144	0		157	5	162					2		7	9	315	1,268	
12:00 PM	0	26	183		209	0		143	5	148					2		3	5	362	1,313	
12:15 PM	0	14	150		164	0		168	1	169					7		6	13	346	1,348	
12:30 PM	0	21	164		185	0		149	4	153					6		4	10	348	1,371	
12:45 PM	0	21	174		195	0		141	11	152					4		6	10	357	1,413	
1:00 PM	0	23	190		213	0		141	6	147					5		10	15	375	1,426	
1:15 PM	0	24	182		206	0		166	5	171					3		11	14	391	1,471	
1:30 PM	0	18	161		179	0		142	10	152					2		3	5	336	1,459	
1:45 PM	0	33	148		181	0		138	14	152					8		12	20	353	1,455	
Peak Hour 12:30 PM to 1:30 PM	0	89	710		799	0		597	26	623					18		31	49	1,471		
PHF % HV					1%					1%								0%		0.94	



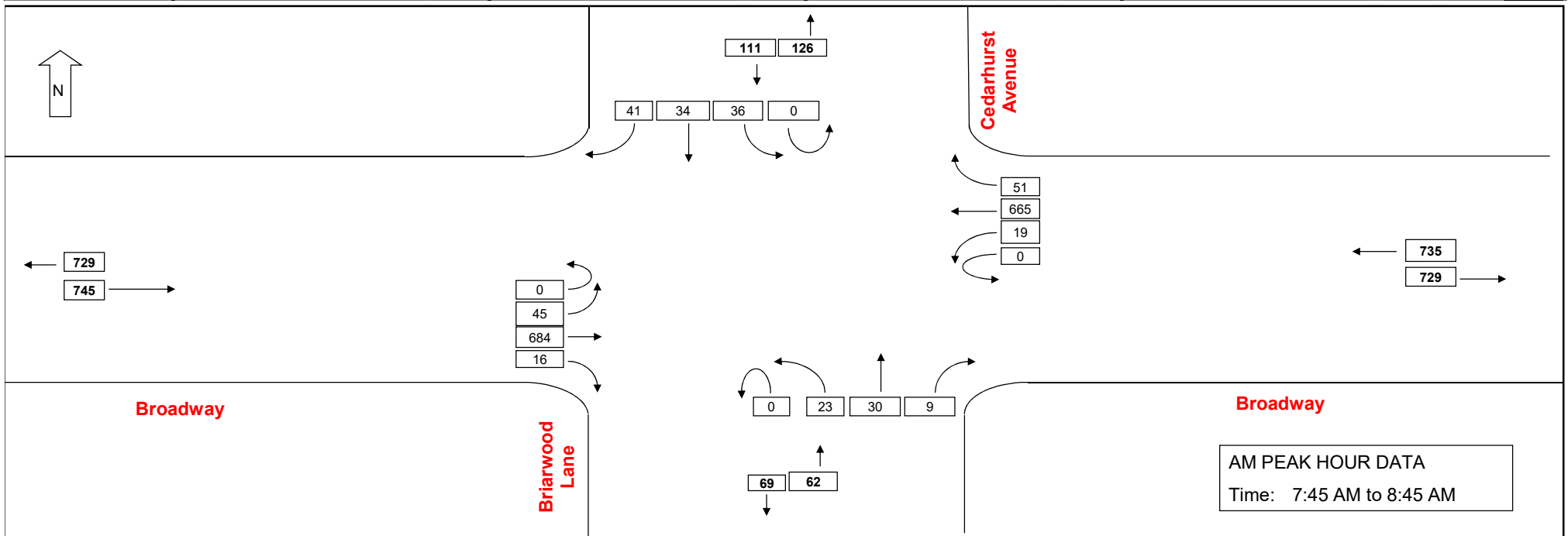
TRAFFIC VOLUME DATA

Broadway at Cedarhurst Avenue / Briarwood Lane
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	4	110	3	117	0	0	126	5	131	0	4	5	2	11	0	1	0	2	3	262	
7:15 AM	0	7	130	1	138	0	1	140	7	148	0	5	1	1	7	0	7	4	8	19	312	
7:30 AM	0	6	162	4	172	0	4	141	10	155	0	5	4	3	12	0	4	4	9	17	356	
7:45 AM	0	9	186	3	198	0	2	190	14	206	0	10	8	4	22	0	8	12	10	30	456	1,386
8:00 AM	0	14	182	2	198	0	2	161	14	177	0	8	7	1	16	0	8	8	11	27	418	1,542
8:15 AM	0	13	146	5	164	0	11	150	8	169	0	2	6	3	11	0	10	7	11	28	372	1,602
8:30 AM	0	9	170	6	185	0	4	164	15	183	0	3	9	1	13	0	10	7	9	26	407	1,653
8:45 AM	0	18	157	5	180	0	3	156	19	178	0	3	13	1	17	0	8	10	11	29	404	1,601
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	45	684	16	745	0	19	665	51	735	0	23	30	9	62	0	36	34	41	111	1,653	0.91
					8%					10%				15%						3%		



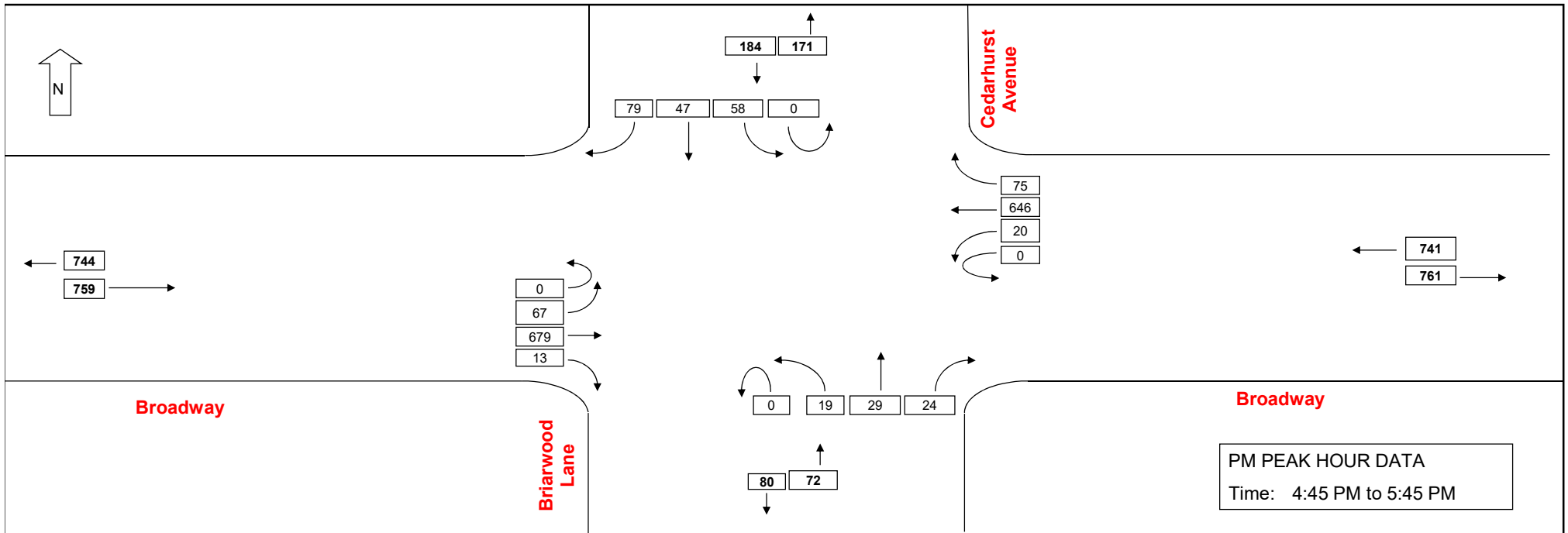
TRAFFIC VOLUME DATA

Broadway at Cedarhurst Avenue / Briarwood Lane
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	5	130	2	137	0	3	119	13	135	0	3	6	6	15	0	19	2	18	39	326	
2:15 PM	0	5	135	4	144	0	1	98	27	126	0	2	9	3	14	0	10	9	12	31	315	
2:30 PM	0	13	152	2	167	0	4	144	21	169	2	4	6	3	15	0	8	9	19	36	387	
2:45 PM	0	9	202	3	214	0	6	113	16	135	0	3	6	6	15	0	19	2	17	38	402	1,430
3:00 PM	0	13	156	2	171	0	0	117	9	126	0	2	7	5	14	0	14	3	18	35	346	1,450
3:15 PM	0	12	170	1	183	0	5	137	9	151	0	3	6	4	13	0	10	7	25	42	389	1,524
3:30 PM	0	17	145	2	164	0	0	141	21	162	0	5	3	3	11	0	13	14	18	45	382	1,519
3:45 PM	0	17	163	1	181	0	4	134	17	155	0	6	3	4	13	0	10	13	18	41	390	1,507
4:00 PM	0	11	185	2	198	0	3	140	19	162	0	6	6	2	14	0	11	9	15	35	409	1,570
4:15 PM	0	9	177	0	186	0	0	146	14	160	0	4	7	5	16	0	12	11	13	36	398	1,579
4:30 PM	0	9	171	4	184	0	4	135	14	153	0	1	10	4	15	0	9	12	17	38	390	1,587
4:45 PM	0	24	171	2	197	0	7	163	23	193	0	6	7	7	20	0	14	9	19	42	452	1,649
5:00 PM	0	16	184	4	204	0	5	155	18	178	0	2	10	4	16	0	17	13	18	48	446	1,686
5:15 PM	0	15	152	7	174	0	4	166	14	184	0	6	5	7	18	0	17	15	18	50	426	1,714
5:30 PM	0	12	172	0	184	0	4	162	20	186	0	5	7	6	18	0	10	10	24	44	432	1,756
5:45 PM	0	17	150	1	168	0	4	161	10	175	0	4	5	3	12	0	13	10	17	40	395	1,699
6:00 PM	0	11	144	6	161	0	1	166	18	185	0	2	7	5	14	0	16	11	22	49	409	1,662
6:15 PM	0	4	128	2	134	0	3	139	12	154	0	1	10	1	12	0	10	9	15	34	334	1,570
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	67	679	13	759	0	20	646	75	741	0	19	29	24	72	0	58	47	79	184	1,756	
					4%					4%					11%					3%		0.97



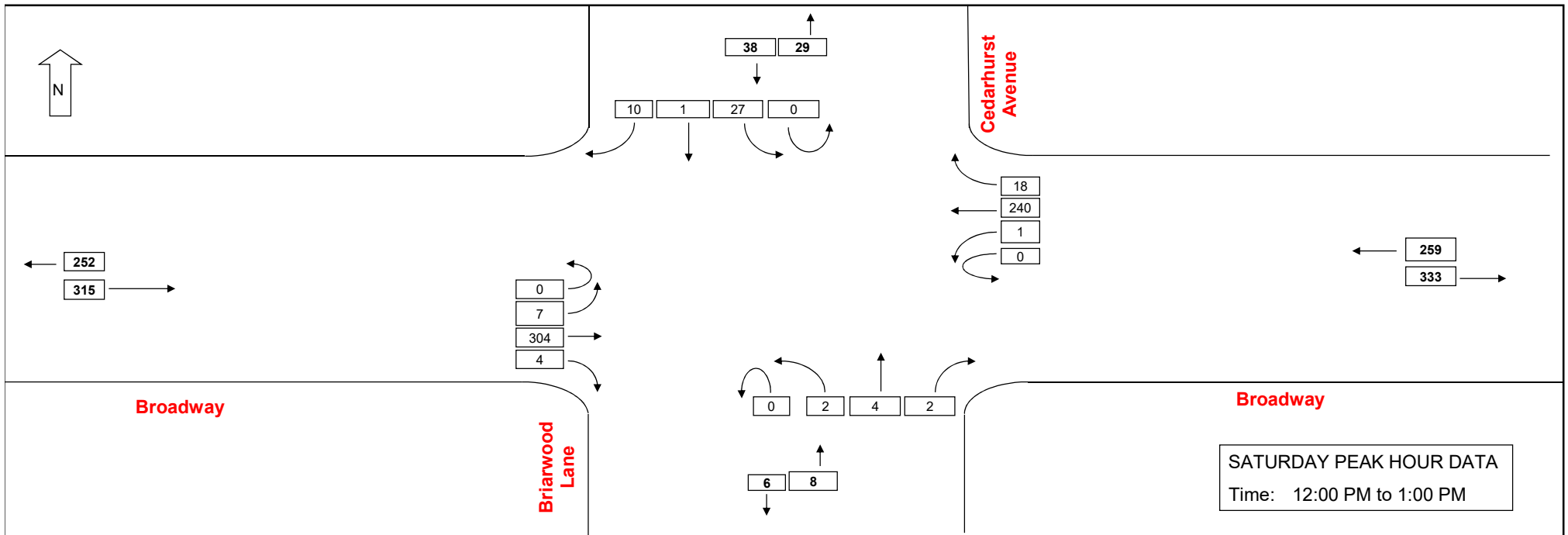
TRAFFIC VOLUME DATA

Broadway at Cedarhurst Avenue / Briarwood Lane
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	0	64	0	64	0	0	53	2	55	0	0	2	0	2	0	0	1	5	6	127		
10:15 AM	0	1	75	1	77	0	0	50	4	54	0	1	1	0	2	0	7	4	4	15	148		
10:30 AM	0	1	61	0	62	0	0	53	7	60	0	1	3	0	4	0	1	1	2	4	130		
10:45 AM	0	1	76	2	79	0	1	53	4	58	0	1	1	0	2	0	1	2	3	6	145	550	
11:00 AM	0	3	59	1	63	0	0	64	8	72	0	2	2	1	5	0	5	2	3	10	150	573	
11:15 AM	0	0	79	1	80	0	2	64	2	68	0	1	1	0	2	0	4	0	0	4	154	579	
11:30 AM	0	0	77	0	77	0	0	58	3	61	0	3	0	0	3	0	2	0	0	2	143	592	
11:45 AM	0	2	75	2	79	0	0	64	6	70	0	0	0	1	1	0	5	1	2	8	158	605	
12:00 PM	0	2	76	1	79	0	0	57	4	61	0	0	2	0	2	0	8	0	5	13	155	610	
12:15 PM	0	3	87	1	91	0	0	59	5	64	0	1	0	1	2	0	6	0	0	6	163	619	
12:30 PM	0	0	59	0	59	0	0	57	3	60	0	0	1	0	1	0	5	0	1	6	126	602	
12:45 PM	0	2	82	2	86	0	1	67	6	74	0	1	1	1	3	0	8	1	4	13	176	620	
1:00 PM	0	0	57	2	59	0	0	69	8	77	0	0	1	0	1	0	1	1	2	4	141	606	
1:15 PM	0	1	53	1	55	0	0	51	7	58	0	0	2	0	2	0	3	5	2	10	125	568	
1:30 PM	0	1	69	0	70	0	1	53	5	59	0	0	1	1	2	0	0	2	3	5	136	578	
1:45 PM	0	0	69	1	70	0	0	55	5	60	0	1	5	0	6	0	3	1	2	6	142	544	
Peak Hour 12:00 PM to 1:00 PM PHF % HV	0	7	304	4	315	0	1	240	18	259	0	2	4	2	8	0	27	1	10	38	620	0.88	
					2%					2%					3%						3%		



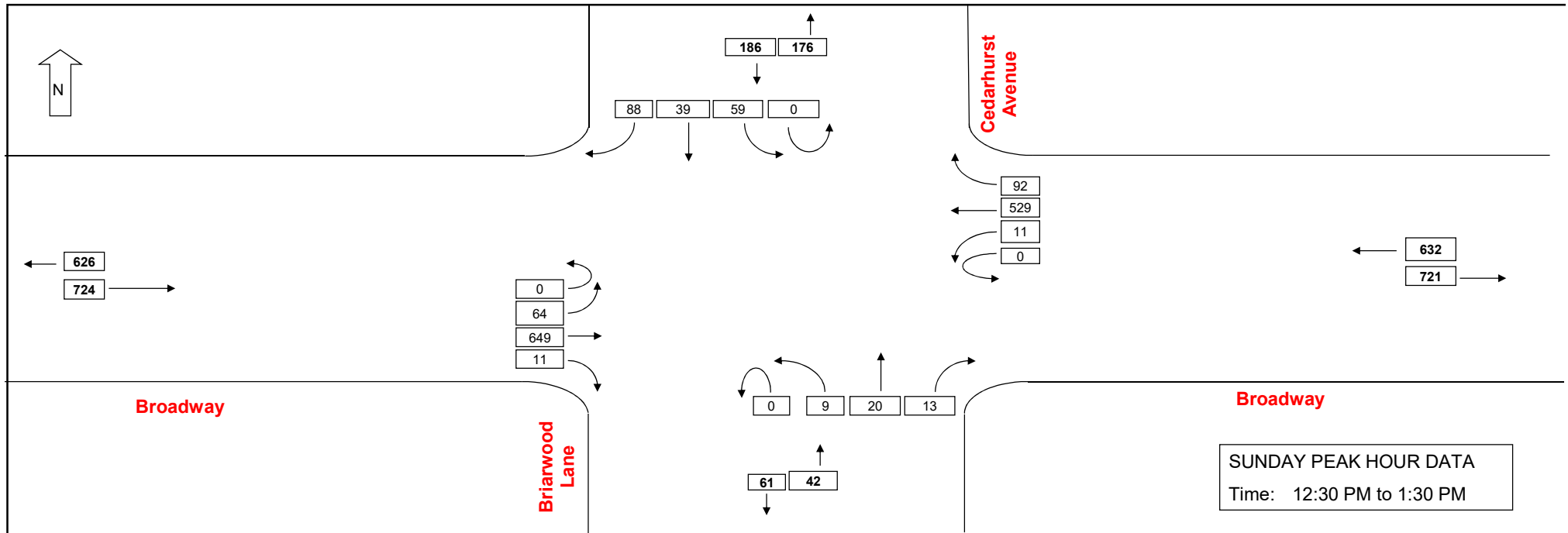
TRAFFIC VOLUME DATA

Broadway at Cedarhurst Avenue / Briarwood Lane
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	15	117	6	138	0	8	109	21	138	0	2	5	6	13	0	10	6	8	24	313	
10:15 AM	0	14	159	5	178	0	3	107	12	122	0	3	7	4	14	0	6	5	14	25	339	
10:30 AM	0	8	133	3	144	0	2	106	9	117	0	2	15	3	20	0	9	6	9	24	305	
10:45 AM	0	11	132	5	148	0	1	146	22	169	0	1	8	5	14	0	12	9	16	37	368	1,325
11:00 AM	0	23	143	3	169	0	2	107	14	123	0	0	10	2	12	0	8	10	12	30	334	1,346
11:15 AM	0	15	115	6	136	0	2	113	18	133	0	2	17	5	24	0	11	5	16	32	325	1,332
11:30 AM	0	18	147	3	168	0	1	113	17	131	0	1	8	3	12	0	13	5	15	33	344	1,371
11:45 AM	0	7	106	6	119	0	2	147	18	167	0	1	3	1	5	0	12	8	15	35	326	1,329
12:00 PM	0	25	160	3	188	0	4	133	23	160	0	3	9	1	13	0	6	12	18	36	397	1,392
12:15 PM	0	11	134	2	147	0	4	142	20	166	0	3	8	3	14	0	16	10	25	51	378	1,445
12:30 PM	0	11	165	1	177	0	0	142	27	169	0	1	3	4	8	0	11	9	13	33	387	1,488
12:45 PM	0	16	157	3	176	0	6	125	21	152	0	2	6	0	8	0	14	11	31	56	392	1,554
1:00 PM	0	21	167	4	192	0	3	125	22	150	0	3	7	4	14	0	18	8	20	46	402	1,559
1:15 PM	0	16	160	3	179	0	2	137	22	161	0	3	4	5	12	0	16	11	24	51	403	1,584
1:30 PM	0	10	150	1	161	0	2	136	9	147	0	4	4	4	12	0	16	7	21	44	364	1,561
1:45 PM	0	12	149	2	163	0	3	120	17	140	0	4	16	5	25	0	12	3	18	33	361	1,530
Peak Hour 12:30 PM to 1:30 PM	0	64	649	11	724	0	11	529	92	632	0	9	20	13	42	0	59	39	88	186	1,584	
PHF % HV					1%					1%					1%					0%	0.98	



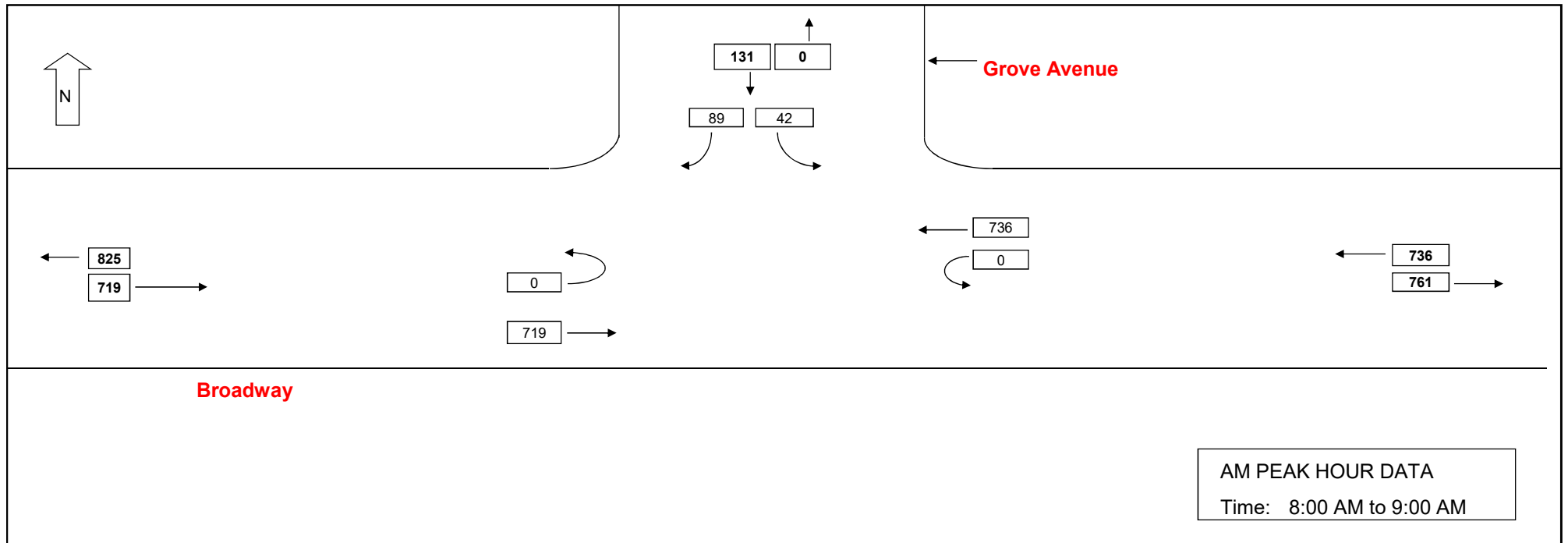
TRAFFIC VOLUME DATA

**Broadway at Grove Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	0		120		120	0		131		131					2		1	3	254	
7:15 AM	0		140		140	0		145		145					3		7	10	295	
7:30 AM	0		163		163	0		175		175					6		6	12	350	
7:45 AM	0		177		177	0		208		208					11		17	28	413	1,312
8:00 AM	0		197		197	0		188		188					14		21	35	420	1,478
8:15 AM	0		174		174	0		172		172					7		21	28	374	1,557
8:30 AM	0		169		169	0		178		178					10		19	29	376	1,583
8:45 AM	0		179		179	0		198		198					11		28	39	416	1,586
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0		719		719	0		736		736					42		89	131	1,586 0.94	
					6%					11%								11%		



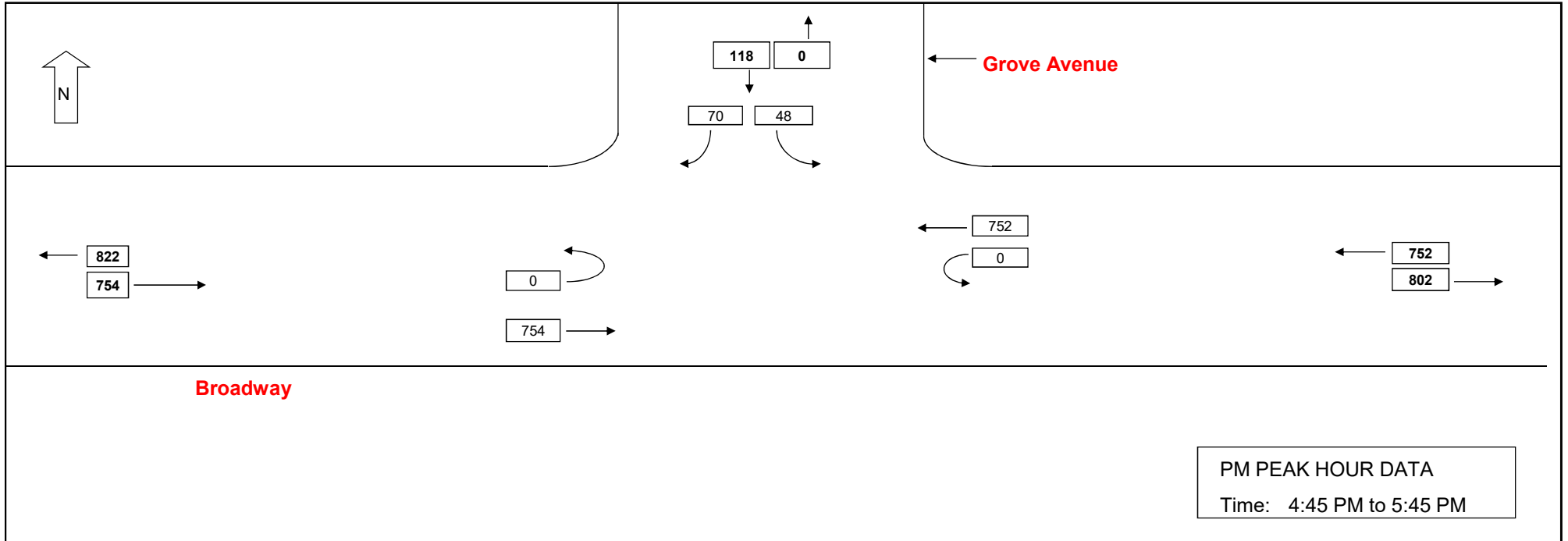
TRAFFIC VOLUME DATA

**Broadway at Grove Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
2:00 PM	1		162		163	0		131		131					2		10	12	306	
2:15 PM	0		144		144	0		160		160					6		6	12	316	
2:30 PM	0		169		169	0		149		149					6		9	15	333	
2:45 PM	0		196		196	0		119		119					6		12	18	333	1,288
3:00 PM	0		195		195	0		124		124					7		11	18	337	1,319
3:15 PM	0		187		187	0		138		138					7		20	27	352	1,355
3:30 PM	0		166		166	0		146		146					10		19	29	341	1,363
3:45 PM	0		190		190	0		155		155					11		19	30	375	1,405
4:00 PM	0		200		200	0		138		138					16		21	37	375	1,443
4:15 PM	0		209		209	0		152		152					14		23	37	398	1,489
4:30 PM	0		187		187	0		148		148					10		12	22	357	1,505
4:45 PM	0		185		185	0		201		201					14		19	33	419	1,549
5:00 PM	0		202		202	0		173		173					22		21	43	418	1,592
5:15 PM	0		189		189	0		189		189					8		17	25	403	1,597
5:30 PM	0		178		178	0		189		189					4		13	17	384	1,624
5:45 PM	0		164		164	0		158		158					5		12	17	339	1,544
6:00 PM	0		171		171	0		173		173					4		13	17	361	1,487
6:15 PM	0		136		136	0		157		157					8		18	26	319	1,403
Peak Hour 4:45 PM to 5:45 PM	0		754		754	0		752		752					48		70	118	1,624	0.97
PHF					3%					3%								8%		



PM PEAK HOUR DATA
Time: 4:45 PM to 5:45 PM

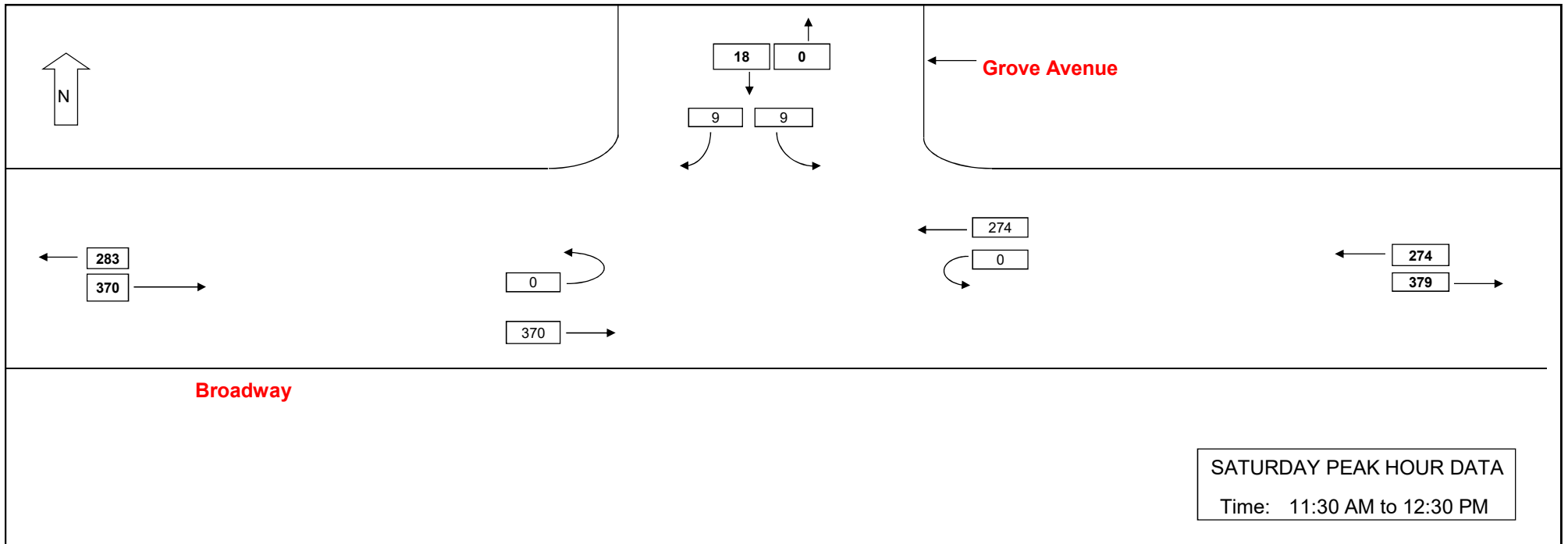
TRAFFIC VOLUME DATA

Broadway at Grove Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	0		82		82	0		54		54					0		0	0	136	
10:15 AM	0		86		86	0		61		61					1		2	3	150	
10:30 AM	0		70		70	0		55		55					1		5	6	131	
10:45 AM	0		95		95	0		67		67					0		2	2	164	581
11:00 AM	0		62		62	0		79		79					0		0	0	141	586
11:15 AM	0		86		86	0		74		74					3		3	6	166	602
11:30 AM	0		89		89	0		62		62					3		3	6	157	628
11:45 AM	0		94		94	0		78		78					1		1	2	174	638
12:00 PM	0		82		82	0		67		67					4		2	6	155	652
12:15 PM	0		105		105	0		67		67					1		3	4	176	662
12:30 PM	0		74		74	0		64		64					3		4	7	145	650
12:45 PM	0		99		99	0		75		75					2		3	5	179	655
1:00 PM	0		70		70	0		78		78					1		2	3	151	651
1:15 PM	0		68		68	0		69		69					4		3	7	144	619
1:30 PM	0		77		77	0		63		63					2		1	3	143	617
1:45 PM	0		84		84	0		72		72					1		0	1	157	595
Peak Hour 11:30 AM to 12:30 PM	0		370		370	0		274		274					9		9	18	662	
PHF																			0.94	
% HV					2%					2%								7%		



SATURDAY PEAK HOUR DATA
Time: 11:30 AM to 12:30 PM

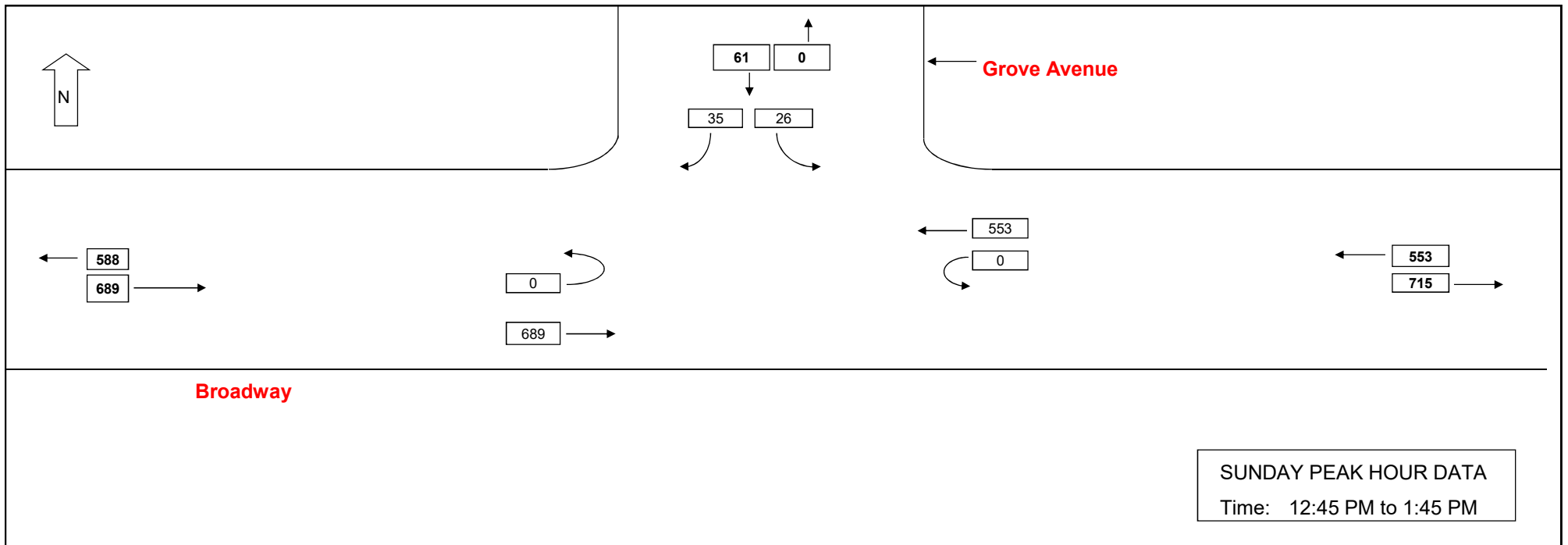
TRAFFIC VOLUME DATA

**Broadway at Grove Avenue
Woodmere, NY**



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	0		131		131	0		133		133					6		5	11	275	
10:15 AM	0		168		168	0		136		136					6		9	15	319	
10:30 AM	0		152		152	0		110		110					21		15	36	298	
10:45 AM	0		158		158	0		154		154					6		12	18	330	1,222
11:00 AM	0		152		152	0		124		124					1		8	9	285	1,232
11:15 AM	0		130		130	0		127		127					7		13	20	277	1,190
11:30 AM	0		142		142	0		131		131					1		5	6	279	1,171
11:45 AM	0		132		132	0		160		160					7		21	28	320	1,161
12:00 PM	0		173		173	0		154		154					14		15	29	356	1,232
12:15 PM	0		148		148	0		134		134					6		10	16	298	1,253
12:30 PM	0		161		161	0		134		134					3		14	17	312	1,286
12:45 PM	0		170		170	0		135		135					5		7	12	317	1,283
1:00 PM	0		179		179	0		134		134					2		13	15	328	1,255
1:15 PM	0		175		175	0		145		145					4		10	14	334	1,291
1:30 PM	0		165		165	0		139		139					15		5	20	324	1,303
1:45 PM	0		166		166	0		117		117					5		2	7	290	1,276
Peak Hour 12:45 PM to 1:45 PM	0		689		689	0		553		553					26		35	61	1,303	
PHF % HV					1%					1%								1%	0.98	



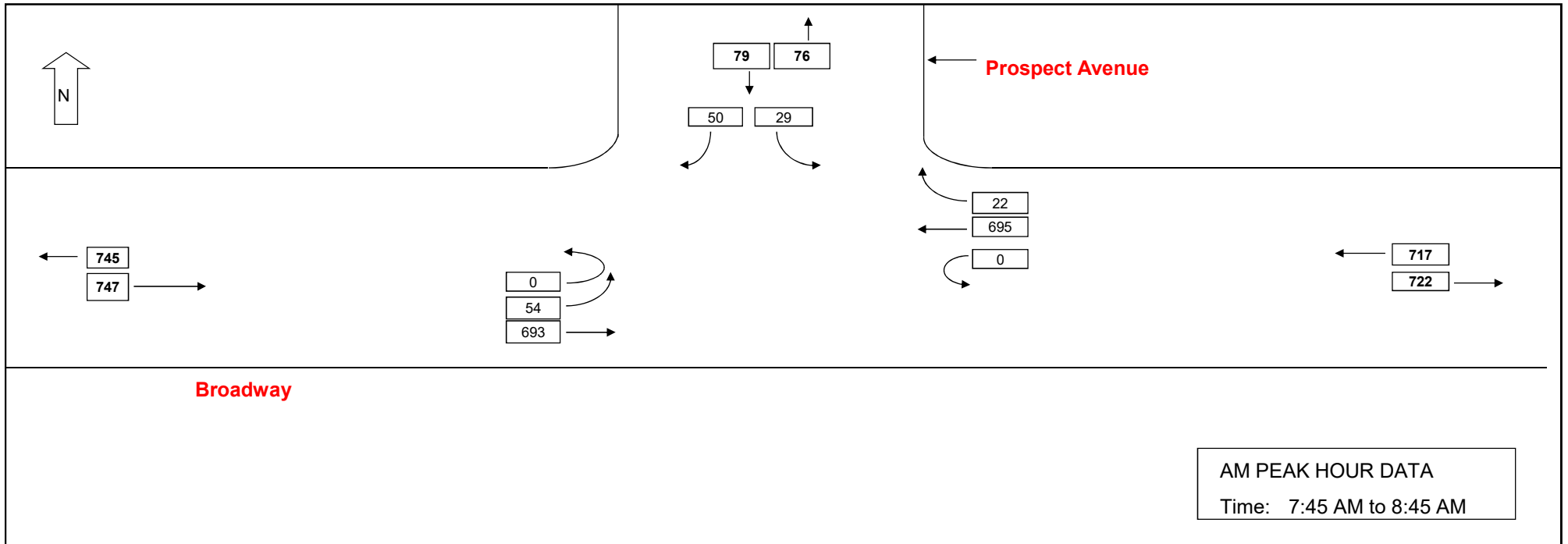
TRAFFIC VOLUME DATA

**Broadway at Prospect Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	0	3	119		122	0		128	3	131					3		1	4	257	
7:15 AM	0	7	136		143	0		143	1	144					3		2	5	292	
7:30 AM	0	5	164		169	0		167	6	173					1		9	10	352	
7:45 AM	0	13	174		187	0		199	4	203					6		13	19	409	1,310
8:00 AM	0	13	195		208	0		175	5	180					13		12	25	413	1,466
8:15 AM	0	13	162		175	0		155	9	164					5		13	18	357	1,531
8:30 AM	0	15	162		177	0		166	4	170					5		12	17	364	1,543
8:45 AM	0	17	170		187	0		188	6	194					3		13	16	397	1,531
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	54	693		747	0		695	22	717					29		50	79	1,543	0.93
					7%					11%								14%		



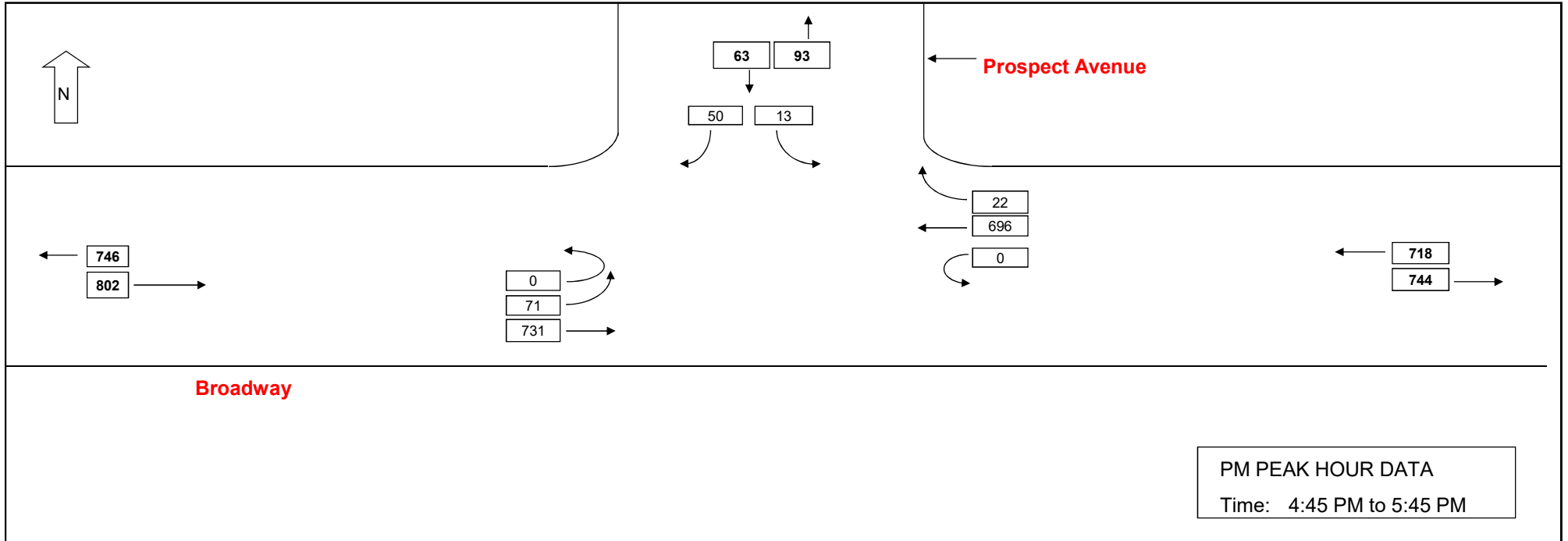
TRAFFIC VOLUME DATA

**Broadway at Prospect Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
2:00 PM	0	15	152		167	0		117	6	123					5		10	15	305	
2:15 PM	0	14	136		150	0		149	4	153					6		13	19	322	
2:30 PM	0	12	161		173	0		134	4	138					6		17	23	334	
2:45 PM	0	12	192		204	0		104	3	107					4		10	14	325	1,286
3:00 PM	0	8	194		202	0		116	5	121					6		8	14	337	1,318
3:15 PM	0	8	186		194	0		127	6	133					8		12	20	347	1,343
3:30 PM	0	16	160		176	0		144	3	147					7		8	15	338	1,347
3:45 PM	0	10	189		199	0		149	6	155					2		7	9	363	1,385
4:00 PM	0	16	199		215	0		124	7	131					3		7	10	356	1,404
4:15 PM	0	13	212		225	0		143	6	149					5		10	15	389	1,446
4:30 PM	0	8	187		195	0		147	3	150					10		6	16	361	1,469
4:45 PM	0	14	180		194	0		188	5	193					1		13	14	401	1,507
5:00 PM	0	27	200		227	0		156	6	162					4		13	17	406	1,557
5:15 PM	0	21	178		199	0		176	4	180					5		11	16	395	1,563
5:30 PM	0	9	173		182	0		176	7	183					3		13	16	381	1,583
5:45 PM	0	15	153		168	0		145	7	152					1		9	10	330	1,512
6:00 PM	0	13	162		175	0		165	2	167					5		9	14	356	1,462
6:15 PM	0	5	137		142	0		153	7	160					5		6	11	313	1,380
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	71	731		802	0		696	22	718				13		50	63	1,583	0.97	
					3%					4%								2%		



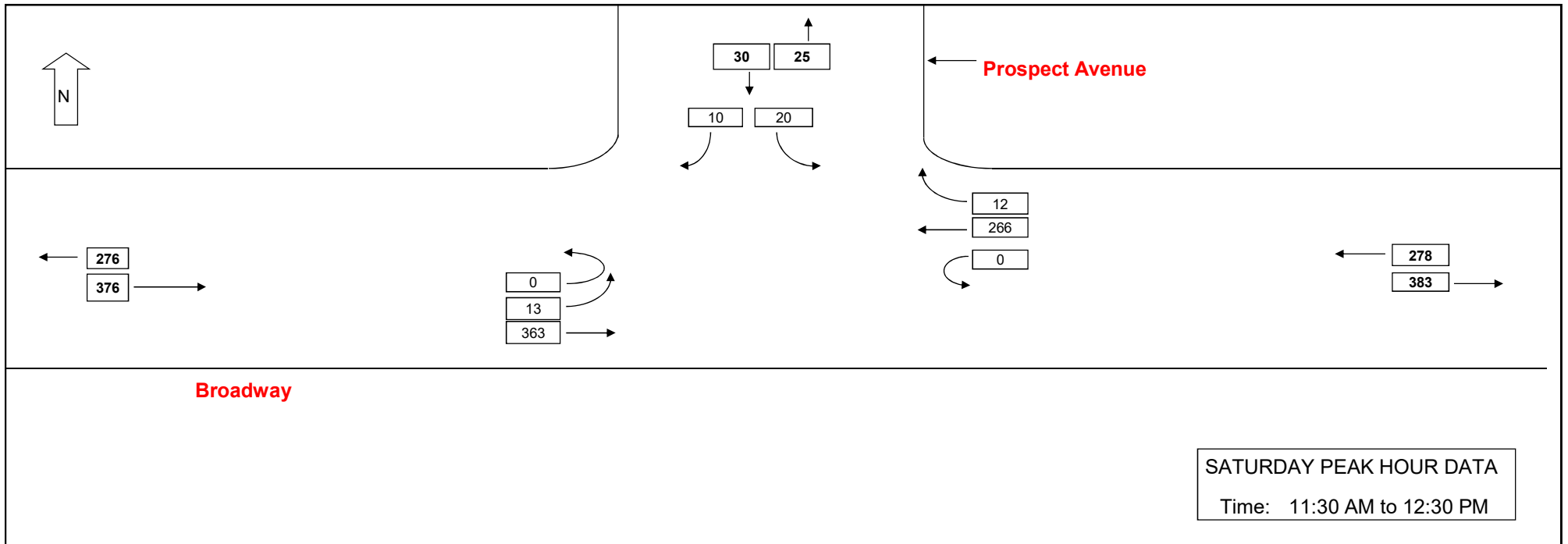
TRAFFIC VOLUME DATA

**Broadway at Prospect Avenue
Woodmere, NY**



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	1	0	80		81	0		54	2	56					1		2	3	140	
10:15 AM	0	1	87		88	0		54	3	57					7		3	10	155	
10:30 AM	0	1	70		71	0		56	4	60					4		1	5	136	
10:45 AM	0	0	95		95	0		64	2	66					0		3	3	164	595
11:00 AM	0	2	59		61	0		75	2	77					3		3	6	144	599
11:15 AM	0	3	85		88	0		73	2	75					2		1	3	166	610
11:30 AM	0	2	90		92	0		62	3	65					7		2	9	166	640
11:45 AM	0	4	88		92	0		71	4	75					5		5	10	177	653
12:00 PM	0	7	77		84	0		66	0	66					5		3	8	158	667
12:15 PM	0	0	108		108	0		67	5	72					3		0	3	183	684
12:30 PM	0	0	75		75	0		61	5	66					4		4	8	149	667
12:45 PM	0	3	98		101	0		75	2	77					4		2	6	184	674
1:00 PM	0	0	71		71	0		76	0	76					5		5	10	157	673
1:15 PM	0	1	72		73	0		66	0	66					9		0	9	148	638
1:30 PM	0	1	78		79	0		61	2	63					4		1	5	147	636
1:45 PM	0	1	84		85	0		64	3	67					5		3	8	160	612
Peak Hour 11:30 AM to 12:30 PM	0	13	363		376	0		266	12	278					20		10	30	684	
PHF																			0.93	
% HV					2%					1%									2%	



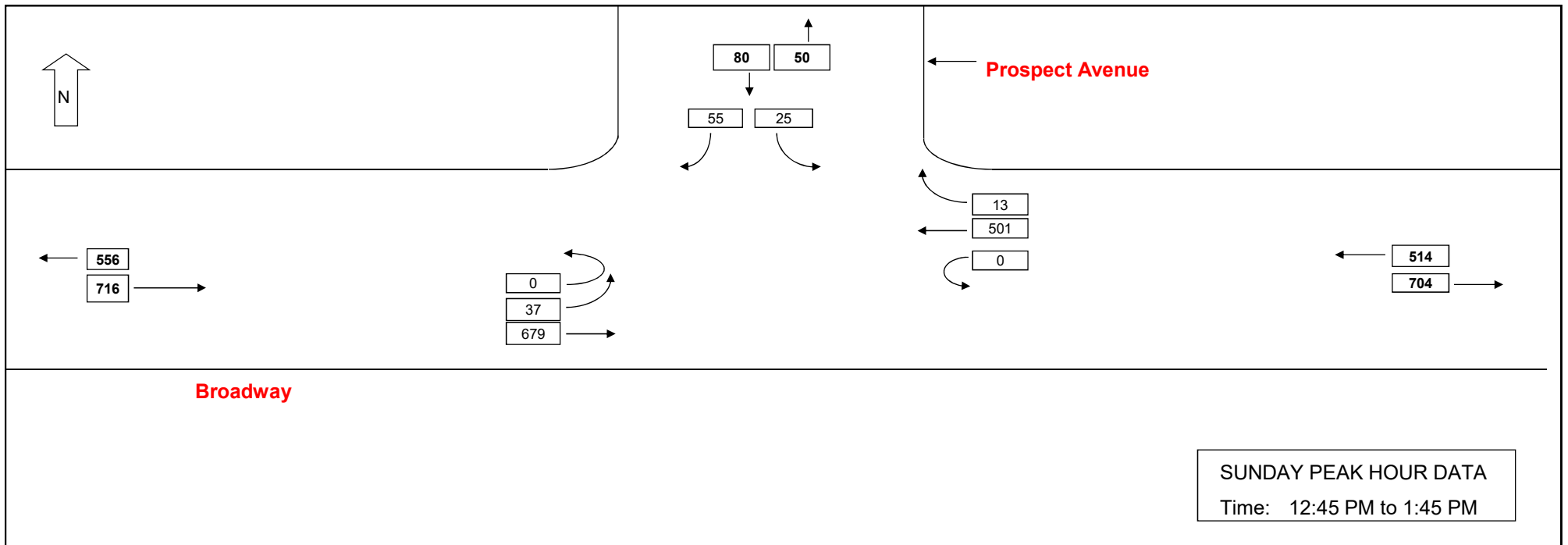
TRAFFIC VOLUME DATA

**Broadway at Prospect Avenue
Woodmere, NY**



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	0	12	127		139	0		118	3	121					7		8	15	275	
10:15 AM	0	12	160		172	0		126	3	129					7		11	18	319	
10:30 AM	0	11	163		174	0		103	4	107					6		8	14	295	
10:45 AM	0	7	153		160	0		146	7	153					8		10	18	331	1,220
11:00 AM	0	13	143		156	0		110	2	112					2		9	11	279	1,224
11:15 AM	0	7	130		137	0		116	9	125					5		11	16	278	1,183
11:30 AM	0	9	135		144	0		129	3	132					6		3	9	285	1,173
11:45 AM	0	7	130		137	0		148	5	153					4		15	19	309	1,151
12:00 PM	0	9	178		187	0		135	4	139					7		16	23	349	1,221
12:15 PM	0	16	137		153	0		123	6	129					6		10	16	298	1,241
12:30 PM	0	8	155		163	0		123	4	127					6		12	18	308	1,264
12:45 PM	0	11	164		175	0		125	2	127					5		10	15	317	1,272
1:00 PM	0	9	172		181	0		115	3	118					10		17	27	326	1,249
1:15 PM	0	11	166		177	0		132	2	134					3		15	18	329	1,280
1:30 PM	0	6	177		183	0		129	6	135					7		13	20	338	1,310
1:45 PM	0	14	158		172	0		107	4	111					7		4	11	294	1,287
Peak Hour 12:45 PM to 1:45 PM	0	37	679		716	0		501	13	514				25		55	80	1,310		
PHF					1%					1%								1%	0.97	
% HV																				



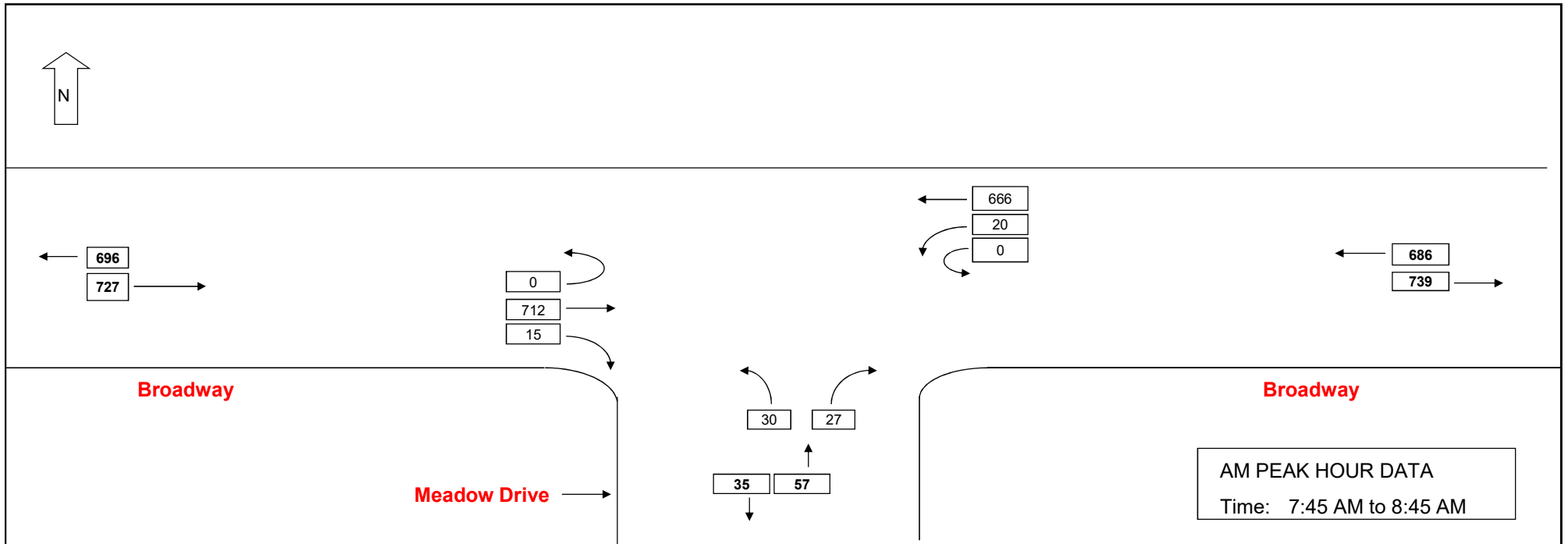
TRAFFIC VOLUME DATA

**Broadway at Meadow Drive
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
7:00 AM	0		118	0	118	0	4	135		139	3		2	5					262	
7:15 AM	0		139	3	142	0	10	146		156	3		4	7					305	
7:30 AM	0		155	6	161	0	6	164		170	6		3	9					340	
7:45 AM	0		170	5	175	0	3	185		188	13		4	17					380	1,287
8:00 AM	0		207	3	210	0	10	170		180	4		1	5					395	1,420
8:15 AM	0		167	4	171	0	5	157		162	7		10	17					350	1,465
8:30 AM	0		168	3	171	0	2	154		156	6		12	18					345	1,470
8:45 AM	0		163	2	165	0	5	181		186	7		6	13					364	1,454
Peak Hour 7:45 AM to 8:45 AM	0		712	15	727	0	20	666		686	30		27	57					1,470	
PHF																			0.93	
% HV					8%					11%				19%						



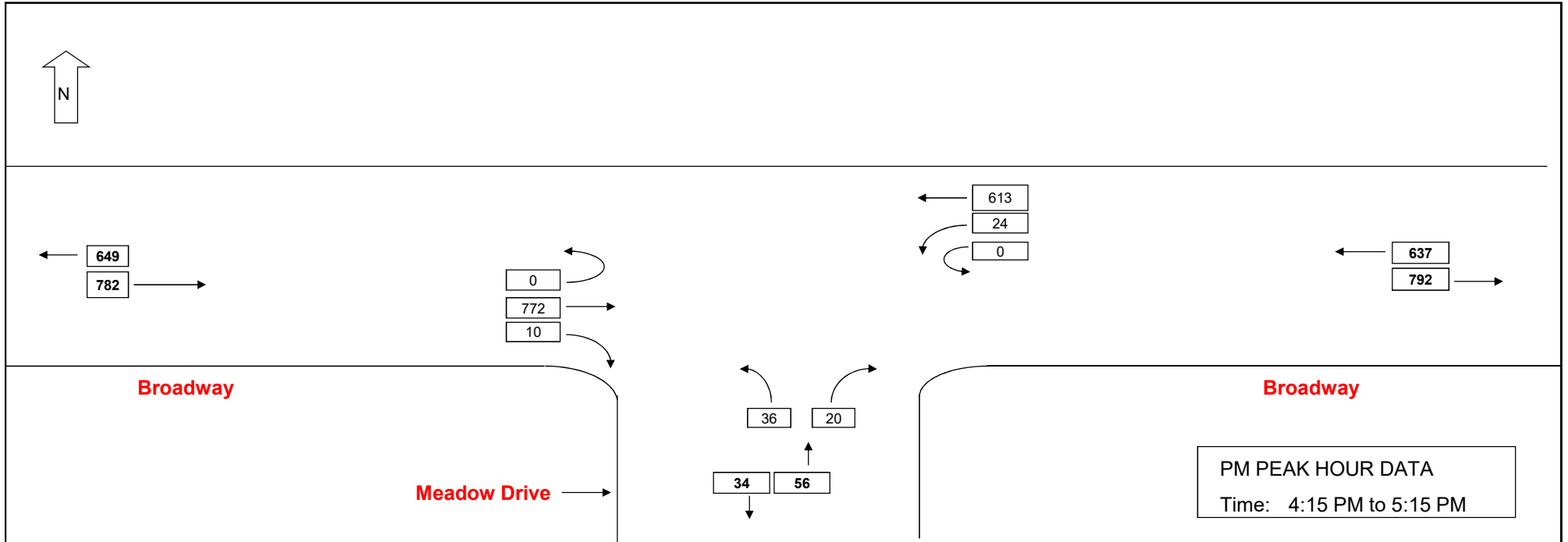
TRAFFIC VOLUME DATA

**Broadway at Meadow Drive
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
2:00 PM	0		147	3	150	0	6	105		111	8		2	10					271		
2:15 PM	0		139	2	141	0	6	141		147	6		3	9					297		
2:30 PM	0		166	6	172	0	4	121		125	5		2	7					304		
2:45 PM	0		196	3	199	0	5	105		110	2		2	4					313	1,185	
3:00 PM	0		186	6	192	0	0	104		104	10		2	12					308	1,222	
3:15 PM	0		182	7	189	0	2	127		129	8		11	19					337	1,262	
3:30 PM	0		157	4	161	0	4	132		136	3		10	13					310	1,268	
3:45 PM	0		184	5	189	0	7	150		157	11		11	22					368	1,323	
4:00 PM	0		201	0	201	0	4	125		129	7		7	14					344	1,359	
4:15 PM	0		202	3	205	0	9	146		155	11		6	17					377	1,399	
4:30 PM	0		192	1	193	0	4	143		147	9		6	15					355	1,444	
4:45 PM	0		173	3	176	0	5	173		178	8		3	11					365	1,441	
5:00 PM	0		205	3	208	0	6	151		157	8		5	13					378	1,475	
5:15 PM	0		175	6	181	0	3	166		169	11		8	19					369	1,467	
5:30 PM	0		175	3	178	0	7	161		168	6		3	9					355	1,467	
5:45 PM	0		146	3	149	0	9	153		162	1		2	3					314	1,416	
6:00 PM	0		166	4	170	0	1	161		162	1		10	11					343	1,381	
6:15 PM	0		139	2	141	0	3	161		164	4		3	7					312	1,324	
Peak Hour 4:15 PM to 5:15 PM	0		772	10	782	0	24	613		637	36		20	56					1,475	0.98	
PHF																					
% HV					5%					5%				16%							



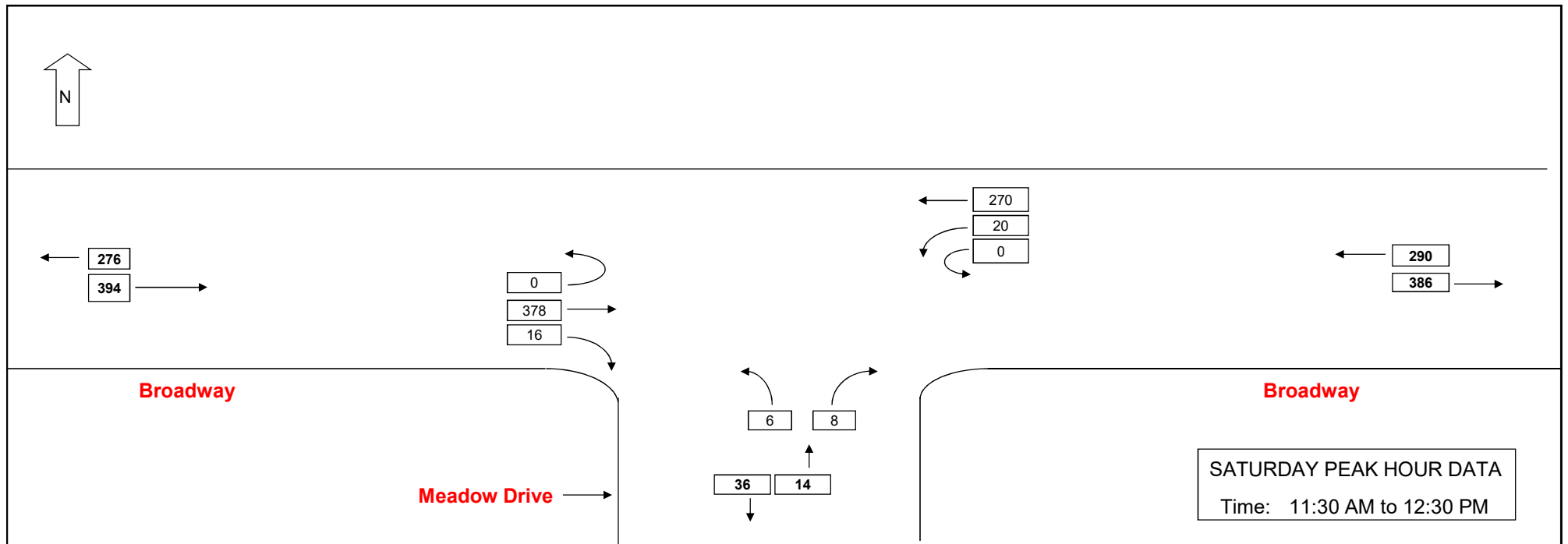
TRAFFIC VOLUME DATA

**Broadway at Meadow Drive
Woodmere, NY**



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total			
10:00 AM	0		78	2	80	0	4	57		61	4		4	8					149		
10:15 AM	0		92	2	94	0	4	54		58	2		3	5					157		
10:30 AM	0		75	0	75	0	5	56		61	4		3	7					143	614	
10:45 AM	0		89	5	94	0	5	62		67	1		3	4					165		
11:00 AM	1		60	2	63	0	4	73		77	1		4	5					145	610	
11:15 AM	0		81	6	87	0	5	78		83	0		4	4					174	627	
11:30 AM	0		94	4	98	0	6	60		66	4		2	6					170	654	
11:45 AM	0		95	2	97	0	6	71		77	1		3	4					178	667	
12:00 PM	0		85	5	90	0	3	67		70	0		1	1					161	683	
12:15 PM	0		104	5	109	0	5	72		77	1		2	3					189	698	
12:30 PM	0		77	3	80	0	7	63		70	4		3	7					157	685	
12:45 PM	0		99	2	101	0	3	81		84	0		3	3					188	695	
1:00 PM	0		75	1	76	0	3	76		79	1		4	5					160	694	
1:15 PM	0		73	1	74	0	2	62		64	4		3	7					145	650	
1:30 PM	0		77	2	79	0	3	64		67	1		4	5					151	644	
1:45 PM	0		94	0	94	0	6	70		76	2		0	2					172	628	
Peak Hour 11:30 AM to 12:30 PM	0		378	16	394	0	20	270		290	6		8	14					698		
PHF																				0.92	
% HV					2%					2%				1%							



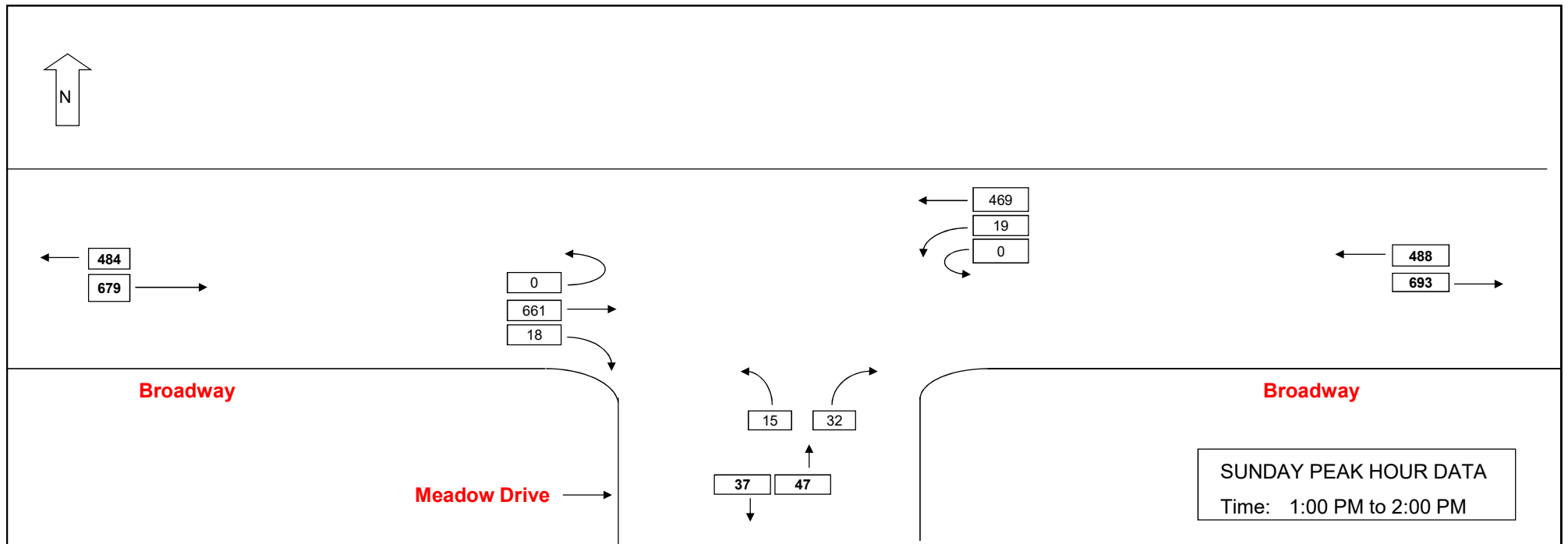
TRAFFIC VOLUME DATA

**Broadway at Meadow Drive
Woodmere, NY**



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound				Southbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	Left	Thru	Right	Total	Left	Thru	Right	Total		
10:00 AM	0		134	5	139	0	3	119		122	1		1	2					263	
10:15 AM	0		162	2	164	0	0	125		125	7		6	13					302	
10:30 AM	0		168	1	169	0	0	108		108	3		2	5					282	
10:45 AM	0		155	8	163	0	5	143		148	6		3	9					320	1,167
11:00 AM	0		138	8	146	0	8	110		118	6		4	10					274	1,178
11:15 AM	0		126	3	129	0	7	120		127	2		3	5					261	1,137
11:30 AM	0		138	4	142	0	8	125		133	5		0	5					280	1,135
11:45 AM	0		129	3	132	0	10	147		157	4		3	7					296	1,111
12:00 PM	0		180	4	184	0	11	123		134	6		5	11					329	1,166
12:15 PM	0		134	9	143	0	10	121		131	4		5	9					283	1,188
12:30 PM	0		165	2	167	0	5	121		126	2		5	7					300	1,208
12:45 PM	0		151	9	160	0	8	118		126	6		4	10					296	1,208
1:00 PM	0		167	8	175	0	4	117		121	0		3	3					299	1,178
1:15 PM	0		155	3	158	0	5	125		130	3		7	10					298	1,193
1:30 PM	0		176	4	180	0	3	118		121	6		6	12					313	1,206
1:45 PM	0		163	3	166	0	7	109		116	6		16	22					304	1,214
Peak Hour 1:00 PM to 2:00 PM PHF % HV	0		661	18	679	0	19	469		488	15		32	47					1,214	0.97
					1%					1%				1%						



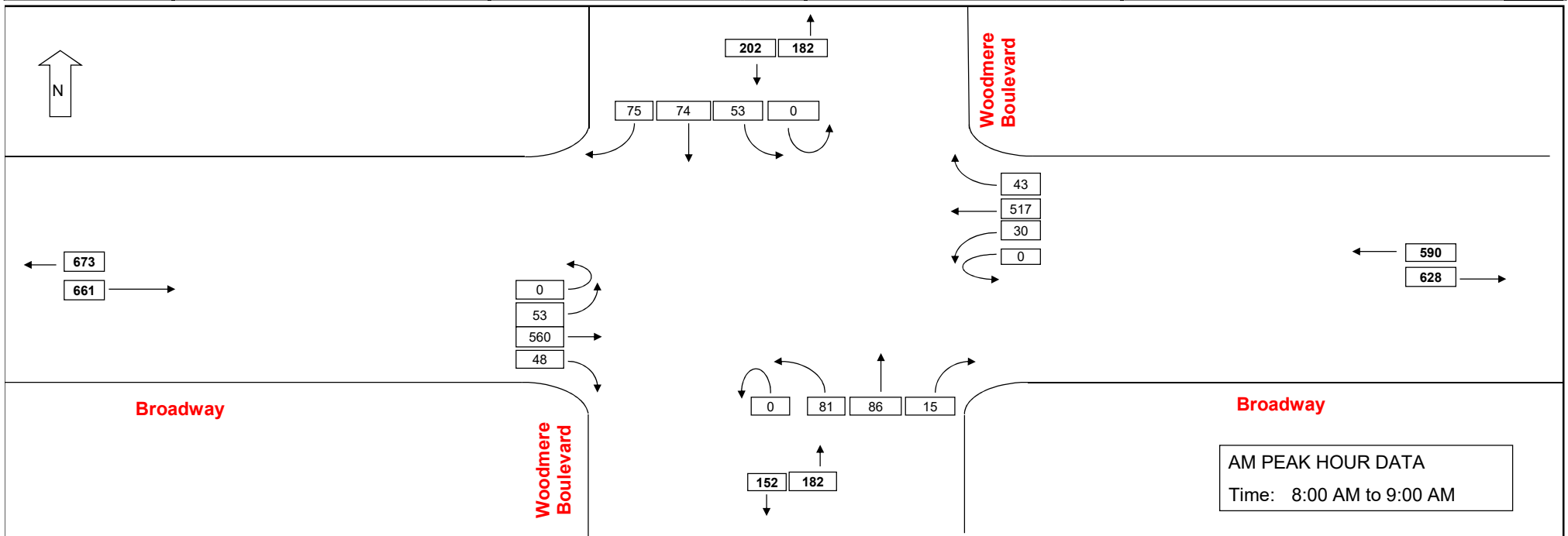
TRAFFIC VOLUME DATA

Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	11	94	3	108	0	3	121	7	131	0	2	8	1	11	0	12	12	8	32	282	
7:15 AM	0	9	112	5	126	0	5	137	7	149	0	5	11	1	17	0	4	16	10	30	322	
7:30 AM	0	9	140	11	160	0	2	154	9	165	0	6	5	1	12	0	9	13	16	38	375	
7:45 AM	0	16	112	7	135	0	3	164	16	183	0	9	9	2	20	0	11	10	13	34	372	
8:00 AM	0	16	145	12	173	0	9	121	10	140	0	25	19	2	46	0	14	23	27	64	1,351	
8:15 AM	0	15	149	16	180	0	9	133	12	154	0	16	28	4	48	0	11	16	12	39	1,492	
8:30 AM	0	7	142	13	162	0	6	125	9	140	0	16	19	5	40	0	13	15	17	45	1,591	
8:45 AM	0	15	124	7	146	0	6	138	12	156	0	24	20	4	48	0	15	20	19	54	1,603	
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	53	560	48	661	0	30	517	43	590	0	81	86	15	182	0	53	74	75	202	1,635	
					6%					10%				9%						12%	0.97	



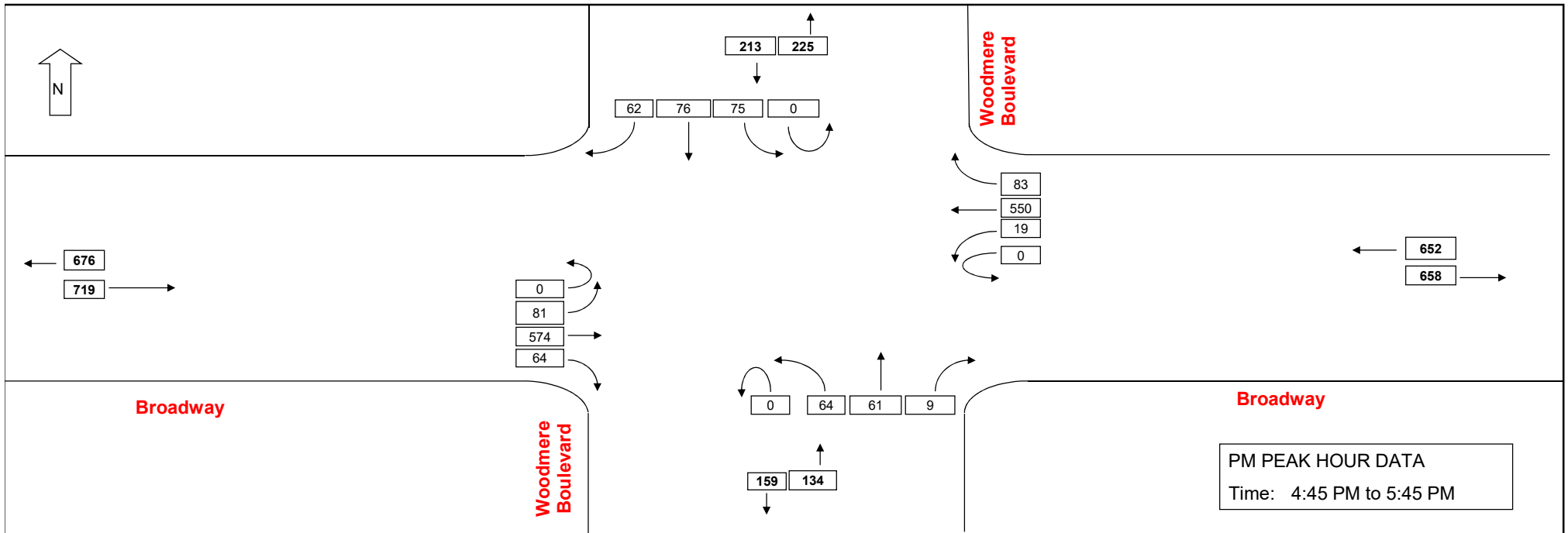
TRAFFIC VOLUME DATA

Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	10	126	11	147	0	4	89	19	112	0	6	10	6	22	0	21	13	19	53	334		
2:15 PM	0	19	120	7	146	0	2	116	11	129	0	14	8	1	23	0	13	10	19	42	340		
2:30 PM	0	15	128	11	154	0	4	107	23	134	0	9	11	2	22	0	14	13	15	42	352		
2:45 PM	0	24	140	12	176	0	0	95	10	105	0	4	7	3	14	0	14	16	7	37	332	1,358	
3:00 PM	0	18	146	12	176	0	4	87	13	104	0	4	14	3	21	0	14	21	12	47	348	1,372	
3:15 PM	0	18	156	11	185	0	4	90	26	120	0	17	22	4	43	0	23	16	24	63	411	1,443	
3:30 PM	0	19	134	13	166	0	2	104	16	122	1	10	17	3	31	0	13	17	20	50	369	1,460	
3:45 PM	0	19	154	7	180	0	1	110	17	128	0	15	17	4	36	0	25	24	22	71	415	1,543	
4:00 PM	0	22	151	15	188	0	8	99	22	129	0	13	17	5	35	0	14	18	14	46	398	1,593	
4:15 PM	0	22	151	20	193	0	5	126	26	157	0	13	14	6	33	0	17	15	19	51	434	1,616	
4:30 PM	0	23	124	27	174	0	5	113	19	137	0	10	14	2	26	0	16	27	14	57	394	1,641	
4:45 PM	0	22	147	14	183	0	0	132	20	152	0	28	12	5	45	0	17	17	13	47	427	1,653	
5:00 PM	0	24	140	17	181	0	6	129	17	152	0	13	14	1	28	0	23	23	16	62	423	1,678	
5:15 PM	0	16	141	20	177	0	3	146	19	168	0	12	17	3	32	0	18	16	17	51	428	1,672	
5:30 PM	0	19	146	13	178	0	10	143	27	180	0	11	18	0	29	0	17	20	16	53	440	1,718	
5:45 PM	0	20	113	10	143	0	2	136	16	154	0	13	12	6	31	0	15	20	15	50	378	1,669	
6:00 PM	0	18	130	13	161	0	3	148	13	164	0	2	14	7	23	0	15	23	19	57	405	1,651	
6:15 PM	0	18	116	13	147	0	4	135	19	158	0	11	14	2	27	0	7	13	14	34	366	1,589	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	81	574	64	719	0	19	550	83	652	0	64	61	9	134	0	75	76	62	213	1,718	0.98	
					3%					3%					7%					3%			



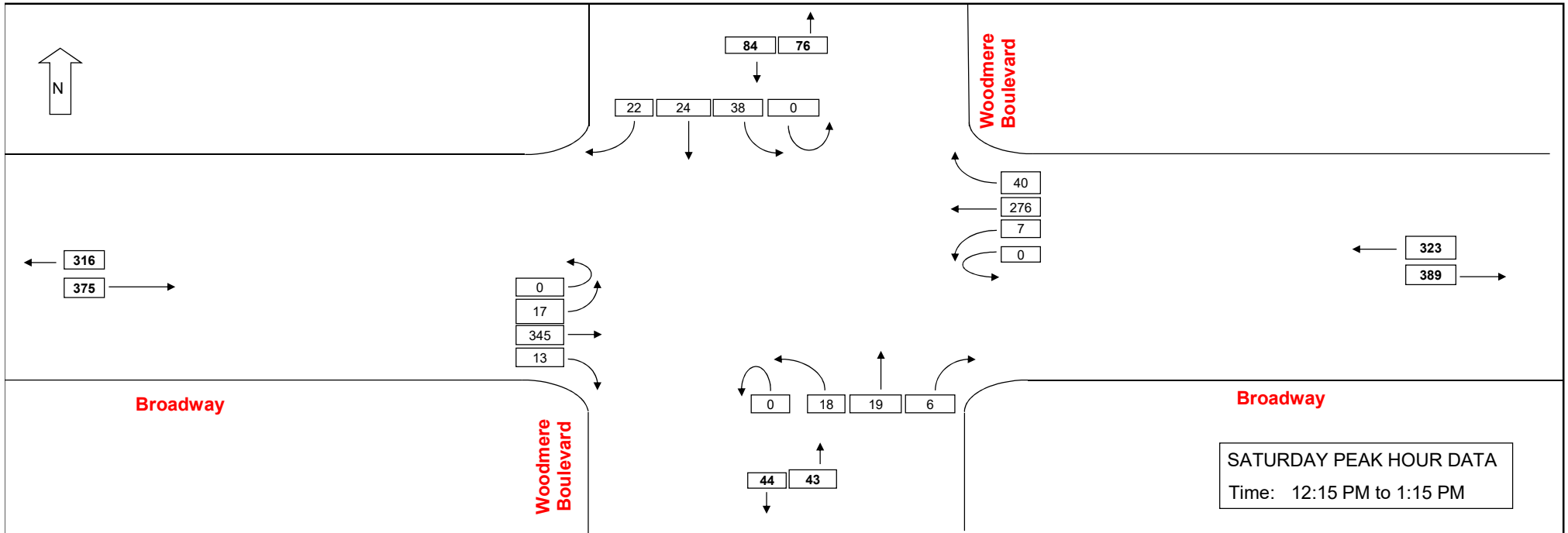
TRAFFIC VOLUME DATA

Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	4	82	3	89	0	6	57	3	66	0	3	5	2	10	0	12	4	3	19	184	
10:15 AM	0	6	81	5	92	0	2	51	7	60	0	2	7	1	10	0	7	3	0	10	172	
10:30 AM	0	1	75	3	79	0	5	56	5	66	0	3	7	4	14	0	11	8	4	23	182	
10:45 AM	0	3	90	1	94	0	4	54	5	63	0	5	12	1	18	0	6	5	5	16	191	729
11:00 AM	0	3	56	3	62	0	3	62	6	71	0	2	10	3	15	0	3	10	9	22	170	715
11:15 AM	0	2	82	1	85	0	1	74	7	82	0	8	7	3	18	0	9	4	2	15	200	743
11:30 AM	0	3	89	2	94	0	3	63	7	73	0	2	5	1	8	0	9	5	3	17	192	753
11:45 AM	0	6	82	5	93	0	5	67	5	77	0	6	6	3	15	0	10	8	5	23	208	770
12:00 PM	0	2	73	5	80	0	1	66	5	72	0	4	6	6	16	0	6	3	3	12	180	780
12:15 PM	0	7	105	3	115	0	1	66	11	78	0	3	6	1	10	0	12	8	6	26	229	809
12:30 PM	0	3	72	9	84	0	3	60	9	72	0	4	6	3	13	0	11	4	7	22	191	808
12:45 PM	0	2	94	0	96	0	2	68	15	85	0	6	2	1	9	0	11	4	5	20	210	810
1:00 PM	0	5	74	1	80	0	1	82	5	88	0	5	5	1	11	0	4	8	4	16	195	825
1:15 PM	0	6	78	3	87	0	2	57	5	64	0	1	6	4	11	0	11	13	7	31	193	789
1:30 PM	0	7	76	3	86	0	4	55	11	70	0	7	4	1	12	0	4	5	3	12	180	778
1:45 PM	0	5	80	2	87	0	1	68	6	75	0	0	4	6	10	0	21	5	5	31	203	771
Peak Hour 12:15 PM to 1:15 PM	0	17	345	13	375	0	7	276	40	323	0	18	19	6	43	0	38	24	22	84	825	
PHF % HV					2%					2%					2%					4%	0.90	



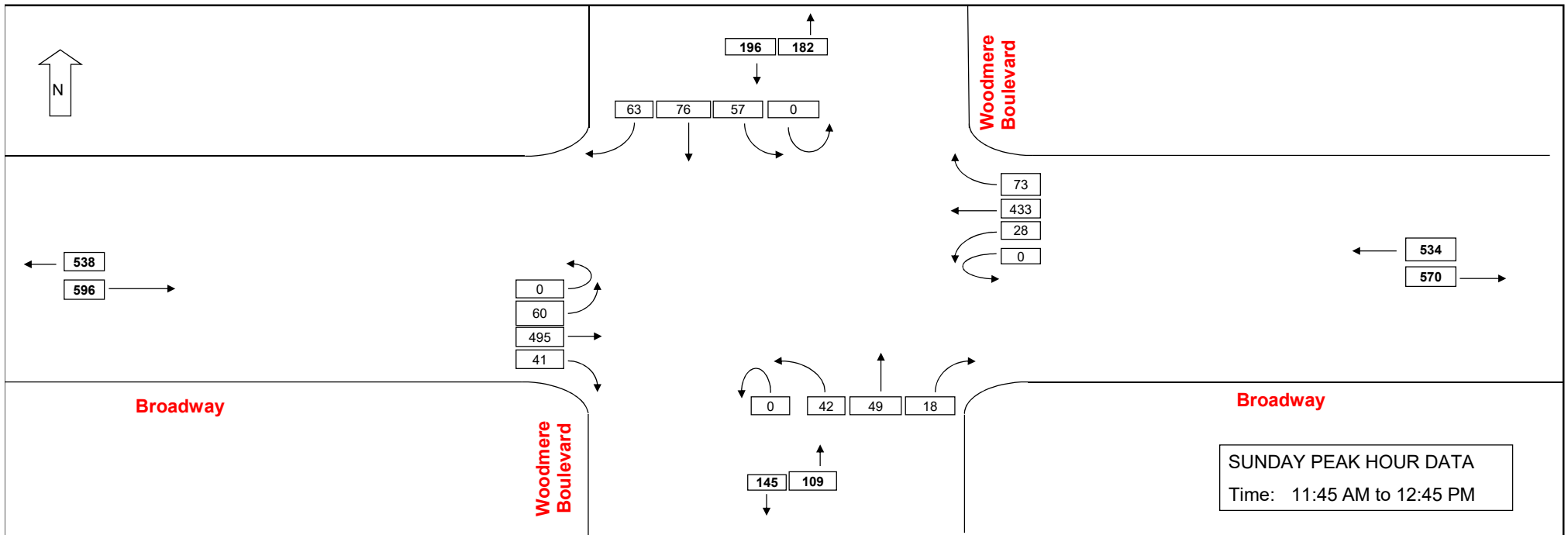
TRAFFIC VOLUME DATA

Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	17	96	6	119	0	1	109	12	122	0	10	13	5	28	0	14	14	8	36	305	
10:15 AM	0	20	135	4	159	0	4	108	16	128	0	6	14	2	22	0	17	13	12	42	351	
10:30 AM	0	18	144	6	168	0	3	83	12	98	0	12	16	2	30	0	15	12	11	38	334	
10:45 AM	0	17	125	12	154	0	7	119	11	137	0	13	19	3	35	0	19	20	15	54	380	1,370
11:00 AM	0	13	102	9	124	0	8	94	14	116	0	8	8	4	20	0	8	26	13	47	307	1,372
11:15 AM	0	14	112	9	135	0	3	113	13	129	0	9	7	2	18	0	15	16	13	44	326	1,347
11:30 AM	0	15	114	7	136	0	7	123	10	140	0	2	7	3	12	0	24	21	11	56	344	1,357
11:45 AM	0	11	116	8	135	0	8	112	16	136	0	14	11	5	30	0	15	24	21	60	361	1,338
12:00 PM	0	14	140	7	161	0	12	115	18	145	0	9	18	5	32	0	13	21	16	50	388	1,419
12:15 PM	0	18	114	16	148	0	5	104	13	122	0	7	6	4	17	0	18	14	15	47	334	1,427
12:30 PM	0	17	125	10	152	0	3	102	26	131	0	12	14	4	30	0	11	17	11	39	352	1,435
12:45 PM	0	13	128	7	148	0	2	101	16	119	0	7	14	2	23	0	16	19	16	51	341	1,415
1:00 PM	0	14	134	6	154	0	7	93	13	113	0	9	17	5	31	0	20	24	16	60	358	1,385
1:15 PM	0	18	135	8	161	0	4	110	14	128	0	6	7	3	16	0	11	20	19	50	355	1,406
1:30 PM	0	28	139	9	176	0	3	96	5	104	0	12	12	7	31	0	14	19	12	45	356	1,410
1:45 PM	0	15	138	9	162	0	0	81	10	91	0	8	11	3	22	0	5	12	16	33	308	1,377
Peak Hour 11:45 AM to 12:45 PM	0	60	495	41	596	0	28	433	73	534	0	42	49	18	109	0	57	76	63	196	1,435	
PHF					1%					1%					0%					1%	0.92	



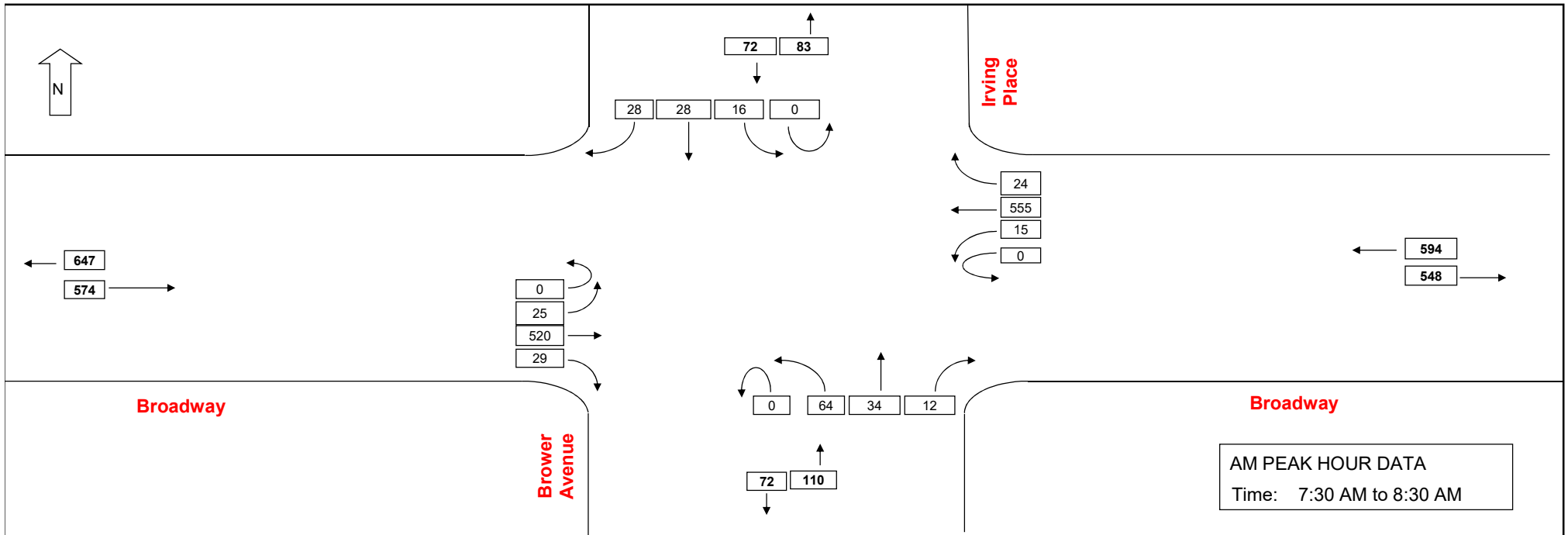
TRAFFIC VOLUME DATA

Broadway at Brower Avenue / Irving Place
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	9	108	1	118	0	3	125	4	132	0	7	8	4	19	0	8	3	6	17	286	
7:15 AM	0	10	114	4	128	0	4	143	6	153	0	6	11	2	19	0	3	3	3	9	309	
7:30 AM	0	7	135	6	148	0	3	145	5	153	0	10	12	1	23	0	2	8	7	17	341	
7:45 AM	0	1	107	5	113	0	3	153	3	159	0	22	7	4	33	0	2	3	4	9	314	1,250
8:00 AM	0	11	143	11	165	0	7	125	7	139	0	18	7	2	27	0	10	8	11	29	360	1,324
8:15 AM	0	6	135	7	148	0	2	132	9	143	0	14	8	5	27	0	2	9	6	17	335	1,350
8:30 AM	0	8	126	7	141	0	9	127	7	143	0	12	8	5	25	0	3	6	10	19	328	1,337
8:45 AM	0	4	114	13	131	0	5	124	5	134	0	25	10	4	39	0	5	4	11	20	324	1,347
Peak Hour 7:30 AM to 8:30 AM	0	25	520	29	574	0	15	555	24	594	0	64	34	12	110	0	16	28	28	72	1,350	0.94
PHF					8%					10%					7%						6%	



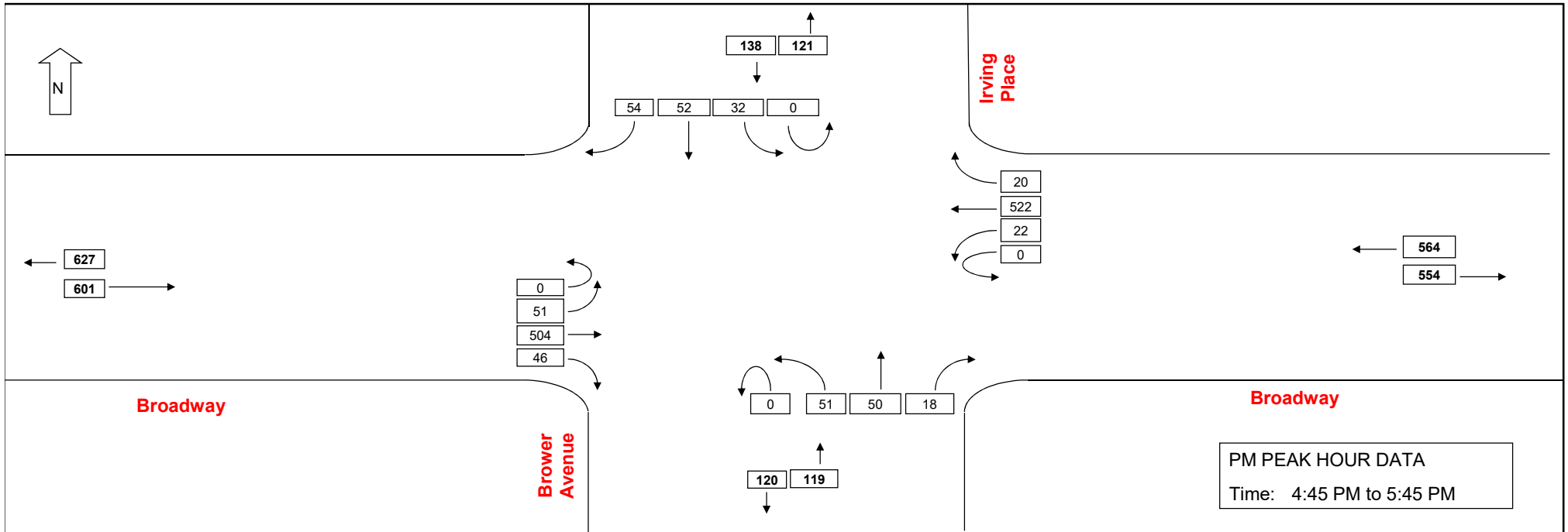
TRAFFIC VOLUME DATA

Broadway at Brower Avenue / Irving Place
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	1	9	129	8	147	0	6	77	7	90	0	15	9	5	29	0	6	4	13	23	289		
2:15 PM	0	9	112	7	128	0	4	101	8	113	0	10	8	3	21	0	11	7	8	26	288		
2:30 PM	0	18	103	7	128	0	11	102	7	120	0	22	11	2	35	0	9	14	9	32	315		
2:45 PM	0	16	126	10	152	0	9	78	6	93	0	9	7	4	20	0	10	16	8	34	299	1,191	
3:00 PM	0	10	133	5	148	0	2	96	5	103	0	5	8	5	18	0	10	11	8	29	298	1,200	
3:15 PM	0	10	140	9	159	0	1	99	6	106	0	10	10	5	25	0	6	16	11	33	323	1,235	
3:30 PM	0	17	122	13	152	0	4	106	2	112	0	10	7	5	22	0	6	11	13	30	316	1,236	
3:45 PM	0	13	141	11	165	0	0	108	5	113	0	8	6	1	15	0	6	19	7	32	325	1,262	
4:00 PM	0	11	130	16	157	0	8	113	9	130	0	10	9	2	21	0	6	12	8	26	334	1,298	
4:15 PM	0	14	136	5	155	0	5	111	7	123	0	10	15	5	30	0	3	8	11	22	330	1,305	
4:30 PM	0	11	113	6	130	0	3	108	5	116	0	6	7	9	22	0	9	14	12	35	303	1,292	
4:45 PM	0	13	139	5	157	0	6	118	2	126	0	14	15	5	34	0	5	13	14	32	349	1,316	
5:00 PM	0	15	115	20	150	0	2	131	5	138	0	13	15	3	31	0	11	13	7	31	350	1,332	
5:15 PM	0	12	121	11	144	0	6	136	5	147	0	10	15	5	30	0	5	18	15	38	359	1,361	
5:30 PM	0	11	129	10	150	0	8	137	8	153	0	14	5	5	24	0	11	8	18	37	364	1,422	
5:45 PM	0	15	106	6	127	0	4	134	6	144	0	12	11	6	29	0	8	8	14	30	330	1,403	
6:00 PM	0	5	137	3	145	0	5	132	3	140	0	11	6	5	22	0	7	10	20	37	344	1,397	
6:15 PM	0	11	104	7	122	0	3	140	4	147	0	8	12	0	20	0	7	10	4	21	310	1,348	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	51	504	46	601	0	22	522	20	564	0	51	50	18	119	0	32	52	54	138	1,422	0.98	
					2%					2%					3%						1%		



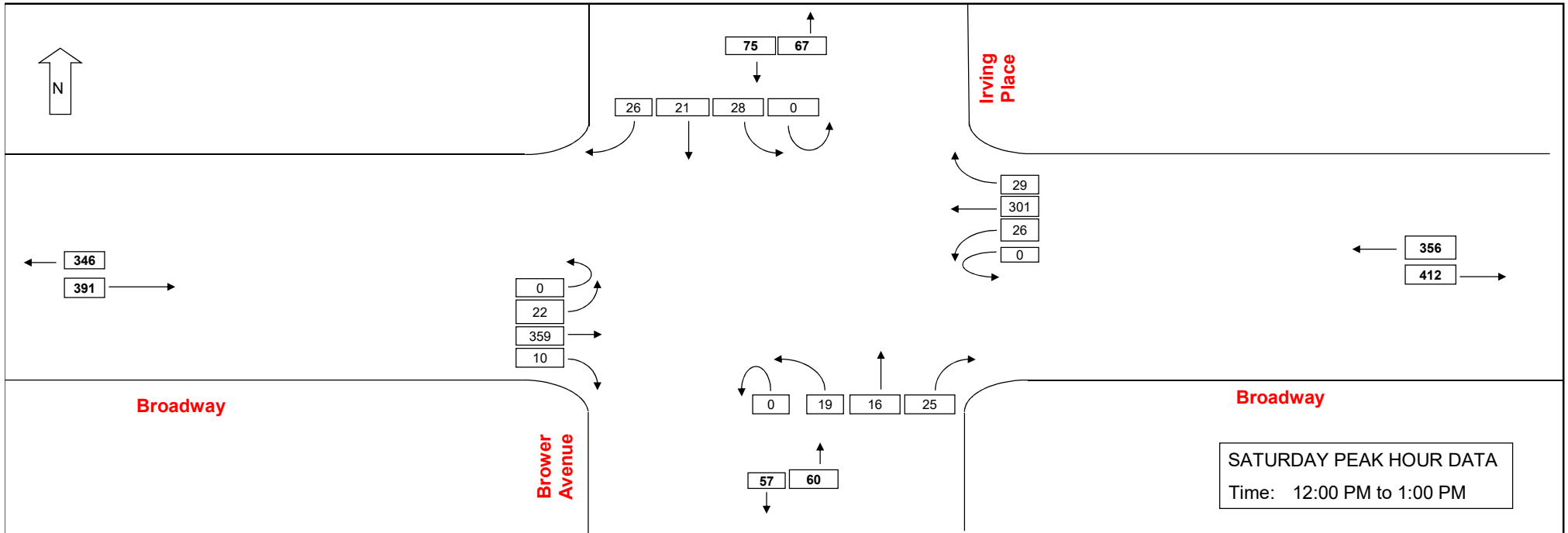
TRAFFIC VOLUME DATA

Broadway at Brower Avenue / Irving Place
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	5	97	3	105	0	2	70	9	81	0	5	6	1	12	0	3	7	3	13	211	
10:15 AM	0	3	88	6	97	0	3	65	4	72	0	3	9	0	12	0	4	3	4	11	192	
10:30 AM	0	5	74	2	81	0	5	60	7	72	0	4	4	2	10	0	8	10	8	26	189	
10:45 AM	1	8	92	6	107	0	8	64	4	76	0	6	10	11	27	0	2	3	2	7	217	809
11:00 AM	0	5	62	3	70	0	9	66	3	78	0	5	4	7	16	0	8	6	8	22	186	784
11:15 AM	0	3	91	4	98	0	1	79	9	89	0	5	4	2	11	0	7	3	4	14	212	804
11:30 AM	0	2	95	3	100	0	4	76	9	89	0	2	7	3	12	0	5	5	9	19	220	835
11:45 AM	0	1	91	7	99	0	9	72	6	87	0	6	5	8	19	0	2	1	8	11	216	834
12:00 PM	0	7	82	3	92	0	5	71	9	85	0	5	5	4	14	0	4	4	4	12	203	851
12:15 PM	0	4	107	3	114	0	9	80	6	95	0	6	6	6	18	0	5	5	5	15	242	881
12:30 PM	0	5	79	1	85	0	6	72	7	85	0	2	3	7	12	0	9	5	8	22	204	865
12:45 PM	0	6	91	3	100	0	6	78	7	91	0	6	2	8	16	0	10	7	9	26	233	882
1:00 PM	0	2	89	2	93	0	2	71	5	78	0	4	4	4	12	0	6	3	2	11	194	873
1:15 PM	1	6	83	6	96	0	5	62	6	73	0	5	7	6	18	0	7	4	4	15	202	833
1:30 PM	0	5	84	3	92	0	2	58	12	72	0	0	6	2	8	0	3	8	6	17	189	818
1:45 PM	0	2	86	3	91	0	1	80	2	83	0	5	6	1	12	0	5	9	6	20	206	791
Peak Hour 12:00 PM to 1:00 PM	0	22	359	10	391	0	26	301	29	356	0	19	16	25	60	0	28	21	26	75	882	
PHF % HV					2%					2%					2%					2%	0.91	



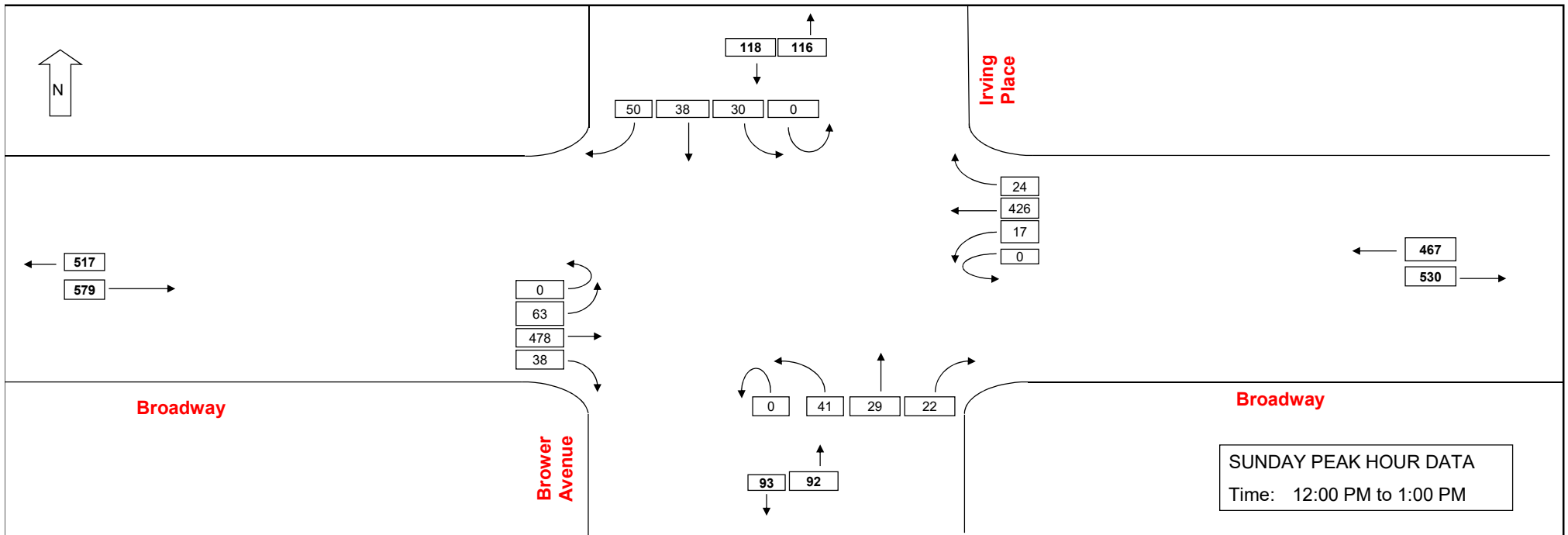
TRAFFIC VOLUME DATA

Broadway at Brower Avenue / Irving Place
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	13	102	7	122	0	3	96	10	109	0	16	10	12	38	0	11	8	11	30	299	
10:15 AM	0	16	130	4	150	0	3	100	4	107	0	11	10	2	23	0	8	8	20	36	316	
10:30 AM	1	7	124	4	136	0	8	83	3	94	0	10	12	5	27	0	11	4	10	25	282	
10:45 AM	0	16	116	11	143	0	5	104	8	117	0	13	10	6	29	0	5	11	11	27	316	1,213
11:00 AM	2	9	105	4	120	0	6	107	10	123	0	12	14	4	30	0	4	8	7	19	292	1,206
11:15 AM	0	9	111	4	124	0	4	119	4	127	0	18	13	3	34	0	6	6	12	24	309	1,199
11:30 AM	0	8	114	7	129	0	7	111	0	118	0	11	9	4	24	0	5	5	16	26	297	1,214
11:45 AM	0	7	117	7	131	0	6	108	8	122	0	11	15	1	27	0	10	6	9	25	305	1,203
12:00 PM	0	18	120	14	152	0	3	114	4	121	0	12	8	7	27	0	8	15	15	38	338	1,249
12:15 PM	0	15	113	7	135	0	5	112	3	120	0	10	6	3	19	0	9	4	9	22	296	1,236
12:30 PM	0	16	119	9	144	0	5	102	10	117	0	12	7	5	24	0	8	7	15	30	315	1,254
12:45 PM	0	14	126	8	148	0	4	98	7	109	0	7	8	7	22	0	5	12	11	28	307	1,256
1:00 PM	0	15	119	5	139	0	4	97	5	106	0	15	8	5	28	0	6	8	13	27	300	1,218
1:15 PM	0	14	124	7	145	0	0	105	6	111	0	10	9	3	22	0	6	8	6	20	298	1,220
1:30 PM	0	9	142	7	158	0	7	92	4	103	0	11	6	5	22	0	3	3	12	18	301	1,206
1:45 PM	0	11	120	11	142	1	5	78	3	87	0	11	2	7	20	0	6	5	16	27	276	1,175
Peak Hour 12:00 PM to 1:00 PM PHF % HV	0	63	478	38	579	0	17	426	24	467	0	41	29	22	92	0	30	38	50	118	1,256	0.93
					1%					1%					0%							



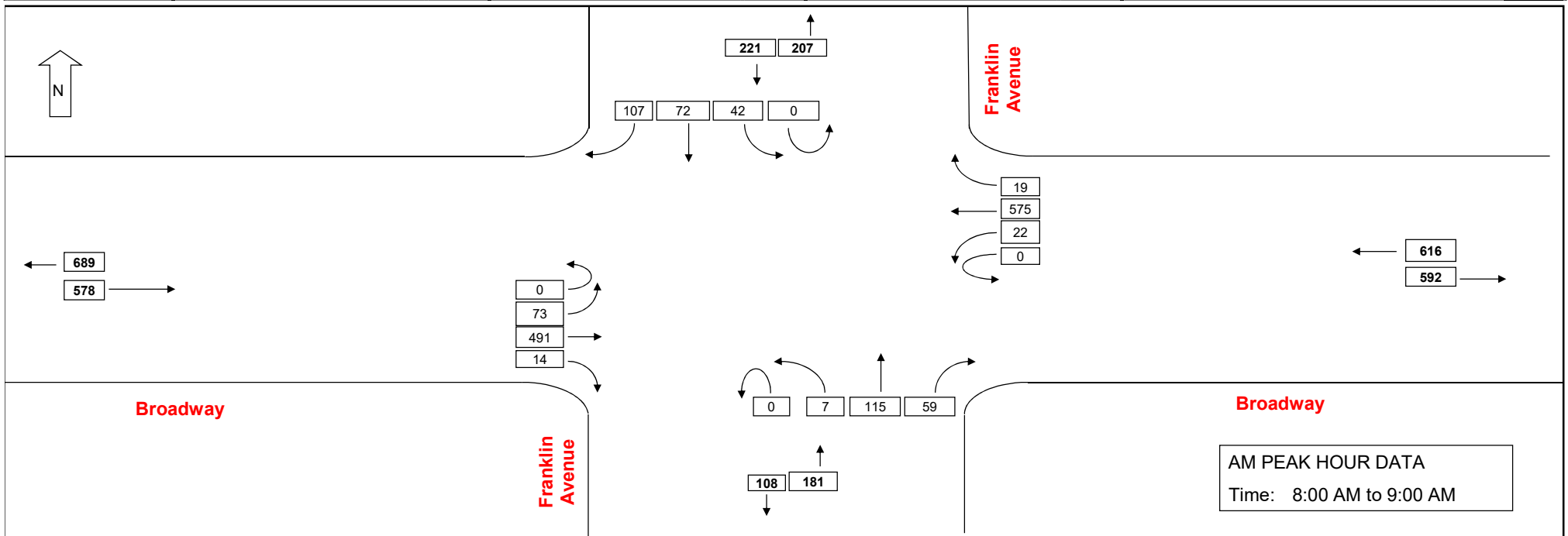
TRAFFIC VOLUME DATA

Broadway at Franklin Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
7:00 AM	0	15	114	0	129	0	1	123	10	134	0	1	20	5	26	0	14	8	13	35	324		
7:15 AM	0	20	126	1	147	0	0	140	3	143	0	2	19	8	29	0	14	8	19	41	360		
7:30 AM	0	9	123	1	133	0	4	187	7	198	0	3	14	12	29	0	5	14	27	46	406		
7:45 AM	0	17	125	1	143	0	7	128	5	140	0	1	20	17	38	0	6	17	24	47	368	1,458	
8:00 AM	0	17	140	5	162	0	4	145	3	152	0	1	18	13	32	0	15	10	26	51	397	1,531	
8:15 AM	0	15	139	1	155	0	3	145	5	153	0	3	22	14	39	0	9	20	16	45	392	1,563	
8:30 AM	0	22	112	3	137	0	12	142	6	160	0	2	23	14	39	0	10	22	30	62	398	1,555	
8:45 AM	0	19	100	5	124	0	3	143	5	151	0	1	52	18	71	0	8	20	35	63	409	1,596	
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	73	491	14	578	0	22	575	19	616	0	7	115	59	181	0	42	72	107	221	1,596	0.98	
					9%					9%					6%						7%		



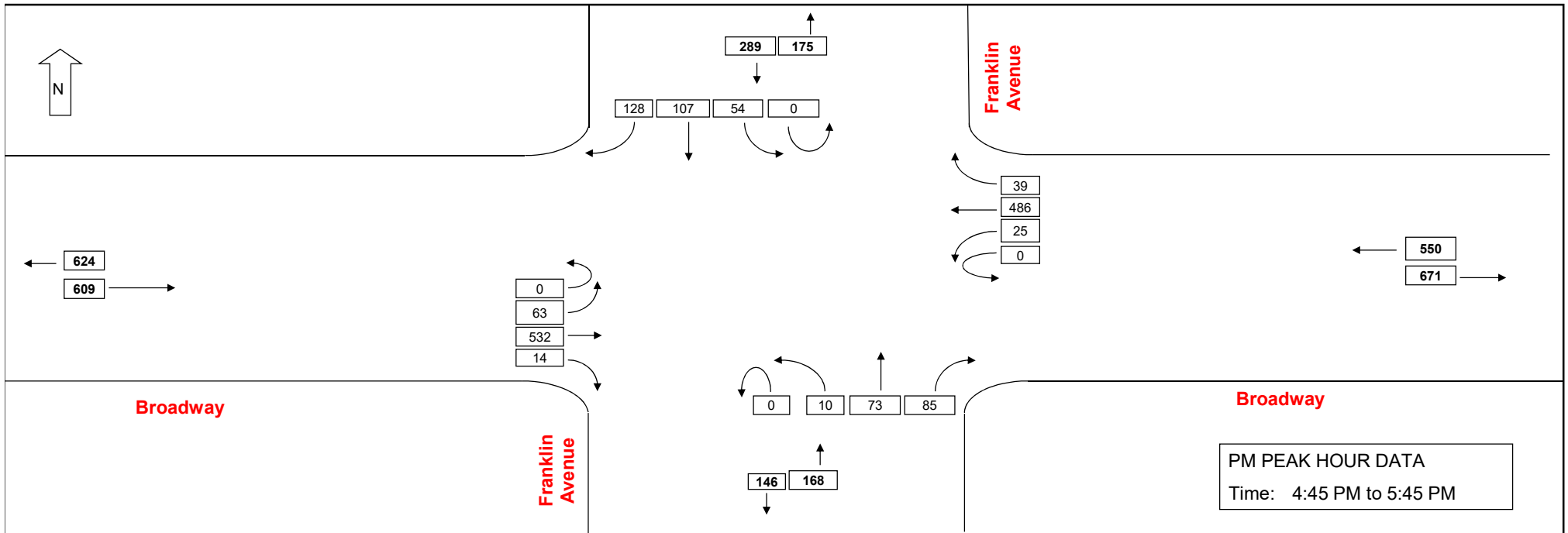
TRAFFIC VOLUME DATA

Broadway at Franklin Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	18	119	10	147	0	4	89	7	100	0	7	15	19	41	0	17	19	26	62	350	
2:15 PM	0	17	127	4	148	0	3	113	5	121	0	4	19	10	33	0	9	15	30	54	356	
2:30 PM	0	18	120	2	140	0	10	113	7	130	0	7	13	21	41	0	9	22	24	55	366	
2:45 PM	0	17	134	5	156	0	15	86	8	109	0	5	12	19	36	0	6	17	15	38	339	
3:00 PM	0	18	142	5	165	0	10	116	6	132	0	3	17	9	29	0	8	18	16	42	368	
3:15 PM	0	16	122	3	141	0	7	115	13	135	0	5	17	21	43	0	10	23	36	69	388	
3:30 PM	0	14	128	7	149	0	10	102	7	119	0	5	23	28	56	0	15	30	21	66	390	
3:45 PM	0	17	125	5	147	0	7	129	15	151	0	8	23	20	51	0	19	22	12	53	402	
4:00 PM	0	17	146	7	170	0	7	101	15	123	0	9	22	21	52	0	14	16	19	49	394	
4:15 PM	0	19	122	2	143	0	6	123	9	138	0	3	19	23	45	0	13	33	23	69	395	
4:30 PM	0	17	129	5	151	0	7	118	8	133	0	6	31	21	58	0	15	21	20	56	398	
4:45 PM	0	14	135	7	156	0	6	121	14	141	0	4	16	25	45	0	16	36	29	81	423	
5:00 PM	0	22	143	1	166	0	8	116	11	135	0	4	9	20	33	0	13	15	32	60	394	
5:15 PM	0	19	122	3	144	0	7	129	10	146	0	0	30	15	45	0	9	28	25	62	397	
5:30 PM	0	8	132	3	143	0	4	120	4	128	0	2	18	25	45	0	16	28	42	86	402	
5:45 PM	0	19	146	8	173	0	6	133	14	153	0	2	14	12	28	0	13	26	24	63	417	
6:00 PM	0	23	138	5	166	0	5	129	9	143	0	0	19	16	35	0	7	24	21	52	396	
6:15 PM	0	15	101	0	116	0	7	138	13	158	0	1	22	19	42	0	13	34	32	79	395	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	63	532	14	609	0	25	486	39	550	0	10	73	85	168	0	54	107	128	289	1,616	
					2%					2%					5%						2%	0.96



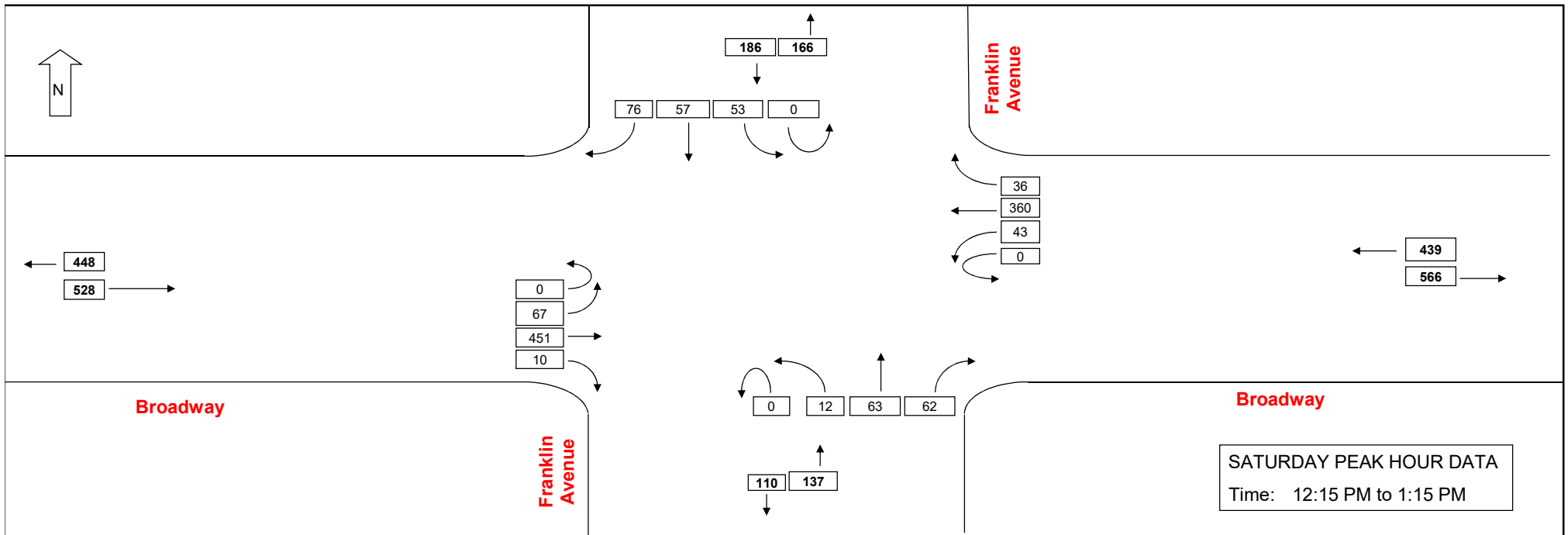
TRAFFIC VOLUME DATA

Broadway at Franklin Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	18	97	3	118	0	5	82	5	92	0	1	9	6	16	0	5	8	13	26	252	
10:15 AM	0	16	92	3	111	1	3	73	7	84	0	2	13	11	26	0	11	11	17	39	260	
10:30 AM	0	15	105	4	124	0	4	91	10	105	0	1	12	10	23	0	10	18	10	38	290	
10:45 AM	0	19	118	5	142	0	10	85	10	105	0	1	18	19	38	0	12	13	19	44	329	1,131
11:00 AM	0	15	75	2	92	0	5	65	7	77	0	4	14	12	30	0	9	18	14	41	240	1,119
11:15 AM	0	13	97	6	116	0	10	92	7	109	0	3	19	14	36	0	15	12	17	44	305	1,164
11:30 AM	0	10	117	6	133	0	4	87	9	100	0	3	11	17	31	0	10	13	14	37	301	1,175
11:45 AM	0	11	104	3	118	0	7	91	6	104	0	5	15	17	37	0	11	13	13	37	296	1,142
12:00 PM	0	11	95	3	109	0	9	88	10	107	0	3	10	18	31	0	11	19	23	53	300	1,202
12:15 PM	0	15	120	1	136	0	10	97	11	118	0	1	21	16	38	0	14	10	19	43	335	1,232
12:30 PM	0	23	102	2	127	0	10	81	8	99	0	2	15	17	34	0	9	9	19	37	297	1,228
12:45 PM	0	17	130	3	150	0	5	88	10	103	0	5	11	12	28	0	17	18	20	55	336	1,268
1:00 PM	0	12	99	4	115	0	18	94	7	119	0	4	16	17	37	0	13	20	18	51	322	1,290
1:15 PM	0	8	107	5	120	0	8	79	8	95	0	1	18	16	35	0	9	14	16	39	289	1,244
1:30 PM	0	20	92	5	117	0	5	81	7	93	0	5	15	21	41	0	6	11	16	33	284	1,231
1:45 PM	0	21	93	4	118	0	5	96	13	114	0	6	8	19	33	0	5	14	16	35	300	1,195
Peak Hour 12:15 PM to 1:15 PM	0	67	451	10	528	0	43	360	36	439	0	12	63	62	137	0	53	57	76	186	1,290	
PHF					2%					2%					1%					2%	0.96	



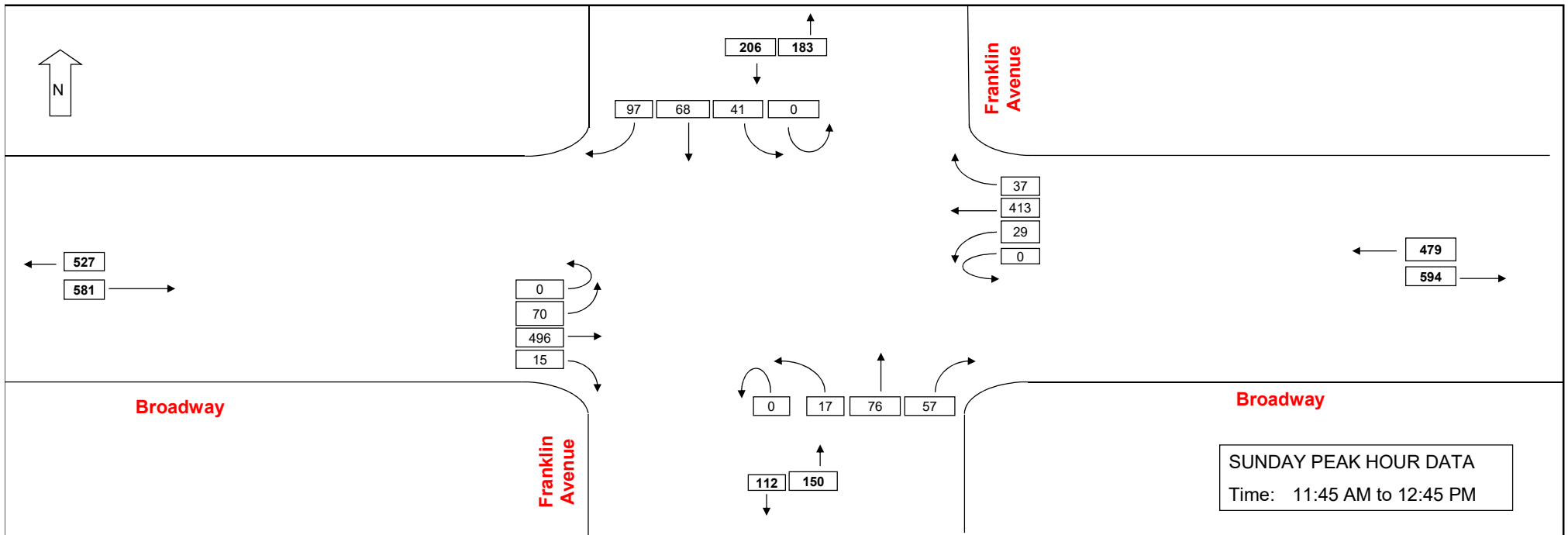
TRAFFIC VOLUME DATA

Broadway at Franklin Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	16	113	1	130	0	4	90	1	95	0	6	18	10	34	0	2	8	19	29	288		
10:15 AM	1	19	108	0	128	0	5	96	8	109	0	0	12	7	19	0	8	17	21	46	302		
10:30 AM	0	16	124	2	142	0	12	89	9	110	0	5	14	16	35	0	4	18	28	50	337		
10:45 AM	0	27	113	4	144	0	5	100	13	118	0	8	21	13	42	0	9	17	24	50	354	1,281	
11:00 AM	0	22	119	7	148	0	6	98	8	112	0	4	23	14	41	0	12	19	24	55	356	1,349	
11:15 AM	0	10	109	3	122	0	6	112	6	124	0	10	16	4	30	0	3	17	24	44	320	1,367	
11:30 AM	0	18	100	4	122	0	7	115	7	129	0	3	15	15	33	0	6	18	30	54	338	1,368	
11:45 AM	0	15	145	2	162	0	12	119	7	138	0	1	18	11	30	0	11	11	19	41	371	1,385	
12:00 PM	0	17	115	3	135	0	6	107	12	125	0	3	24	16	43	0	12	20	30	62	365	1,394	
12:15 PM	0	17	128	3	148	0	2	95	8	105	0	1	15	16	32	0	12	6	22	40	325	1,399	
12:30 PM	0	21	108	7	136	0	9	92	10	111	0	12	19	14	45	0	6	31	26	63	355	1,416	
12:45 PM	0	19	134	5	158	0	8	100	8	116	0	2	14	13	29	0	11	22	26	59	362	1,407	
1:00 PM	0	15	129	3	147	0	6	106	3	115	0	4	16	15	35	0	8	18	21	47	344	1,386	
1:15 PM	0	15	143	3	161	0	5	90	6	101	0	3	16	15	34	0	6	16	20	42	338	1,399	
1:30 PM	0	24	125	2	151	0	5	102	7	114	0	0	14	11	25	0	7	11	25	43	333	1,377	
1:45 PM	0	18	153	0	171	0	8	92	3	103	0	2	22	11	35	0	6	11	26	43	352	1,367	
Peak Hour 11:45 AM to 12:45 PM PHF % HV	0	70	496	15	581	0	29	413	37	479	0	17	76	57	150	0	41	68	97	206	1,416	0.95	
					1%					1%					0%					0%			



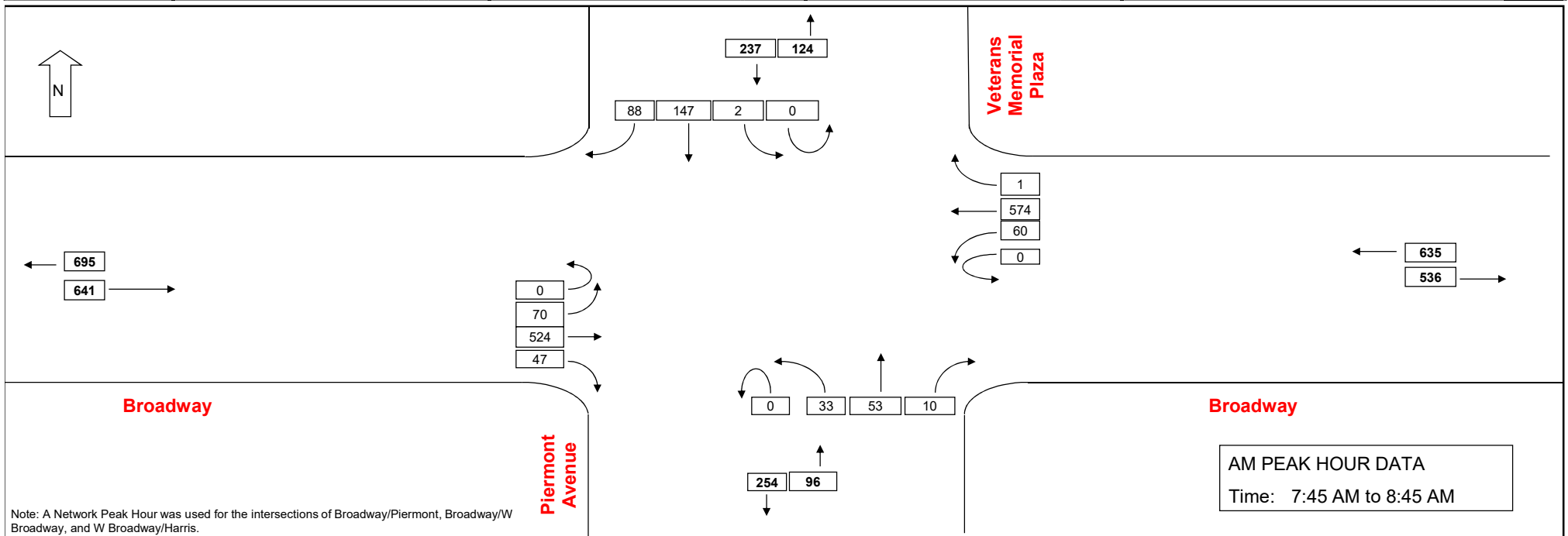
TRAFFIC VOLUME DATA

**Broadway at Veterans Memorial Plaza / Piermont Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	9	117	14	140	0	6	124	0	130	0	5	6	1	12	0	0	43	12	55	337	
7:15 AM	0	10	123	12	145	0	9	142	0	151	0	7	12	2	21	0	0	47	16	63	380	
7:30 AM	0	8	123	10	141	0	13	161	0	174	0	2	5	3	10	0	0	21	22	43	368	
7:45 AM	0	12	140	11	163	0	6	137	0	143	0	6	12	0	18	0	0	34	19	53	377	1,462
8:00 AM	0	23	126	16	165	0	18	147	0	165	0	6	15	3	24	0	1	40	21	62	416	1,541
8:15 AM	0	21	135	12	168	0	17	141	1	159	0	11	16	5	32	0	0	42	24	66	425	1,586
8:30 AM	0	14	123	8	145	0	19	149	0	168	0	10	10	2	22	0	1	31	24	56	391	1,609
8:45 AM	0	22	94	6	122	0	16	123	0	139	0	10	21	1	32	0	0	39	22	61	354	1,586
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	70	524	47	641	0	60	574	1	635	0	33	53	10	96	0	2	147	88	237	1,609	0.95
					6%					10%				6%						8%		



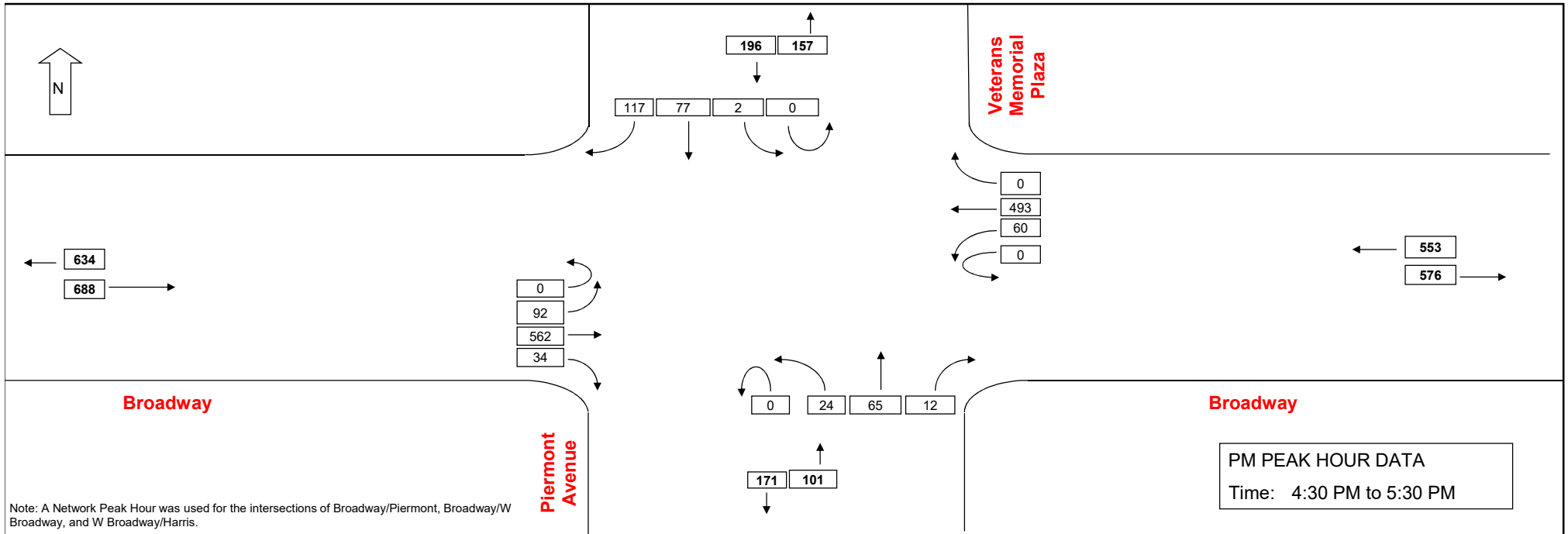
TRAFFIC VOLUME DATA

**Broadway at Veterans Memorial Plaza / Piermont Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	18	123	15	156	0	17	90	0	107	0	0	13	4	17	0	0	13	26	39	319	
2:15 PM	0	23	127	9	159	0	17	99	0	116	0	11	15	2	28	0	1	24	28	53	356	
2:30 PM	0	27	109	8	144	0	8	110	0	118	0	7	9	5	21	0	1	32	34	67	350	
2:45 PM	0	26	131	16	173	0	26	89	0	115	0	5	23	4	32	0	1	30	21	52	372	1,397
3:00 PM	0	13	136	12	161	0	16	118	0	134	0	8	22	9	39	0	1	21	23	45	379	1,457
3:15 PM	0	24	130	11	165	0	14	133	0	147	0	6	14	8	28	0	0	26	31	57	397	1,498
3:30 PM	0	27	136	8	171	0	15	99	0	114	0	10	16	8	34	0	1	23	20	44	363	1,511
3:45 PM	0	24	135	5	164	0	19	128	0	147	0	10	16	2	28	0	0	20	19	39	378	1,517
4:00 PM	0	20	137	9	166	0	13	102	0	115	0	9	23	8	40	0	0	22	22	44	365	1,503
4:15 PM	0	28	133	12	173	0	12	121	0	133	0	10	10	5	25	0	0	18	20	38	369	1,475
4:30 PM	0	20	131	9	160	0	16	125	0	141	0	5	18	5	28	0	1	17	28	46	375	1,487
4:45 PM	0	15	139	10	164	0	12	117	0	129	0	5	18	3	26	0	1	19	28	48	367	1,476
5:00 PM	0	26	159	5	190	0	11	126	0	137	0	3	10	2	15	0	0	26	31	57	399	1,510
5:15 PM	0	31	133	10	174	0	21	125	0	146	0	11	19	2	32	0	0	15	30	45	397	1,538
5:30 PM	0	33	147	12	192	0	9	115	0	124	0	2	16	2	20	0	0	19	34	53	389	1,552
5:45 PM	0	22	131	8	161	0	14	133	0	147	0	3	12	3	18	0	0	16	32	48	374	1,559
6:00 PM	0	30	139	3	172	0	14	132	0	146	0	3	21	4	28	0	0	11	21	32	378	1,538
6:15 PM	0	21	123	5	149	0	11	128	0	139	0	5	11	5	21	0	0	28	33	61	370	1,511
Peak Hour 4:30 PM to 5:30 PM PHF % HV	0	92	562	34	688	0	60	493	0	553	0	24	65	12	101	0	2	77	117	196	1,538	
					2%					2%					6%					3%	0.96	



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

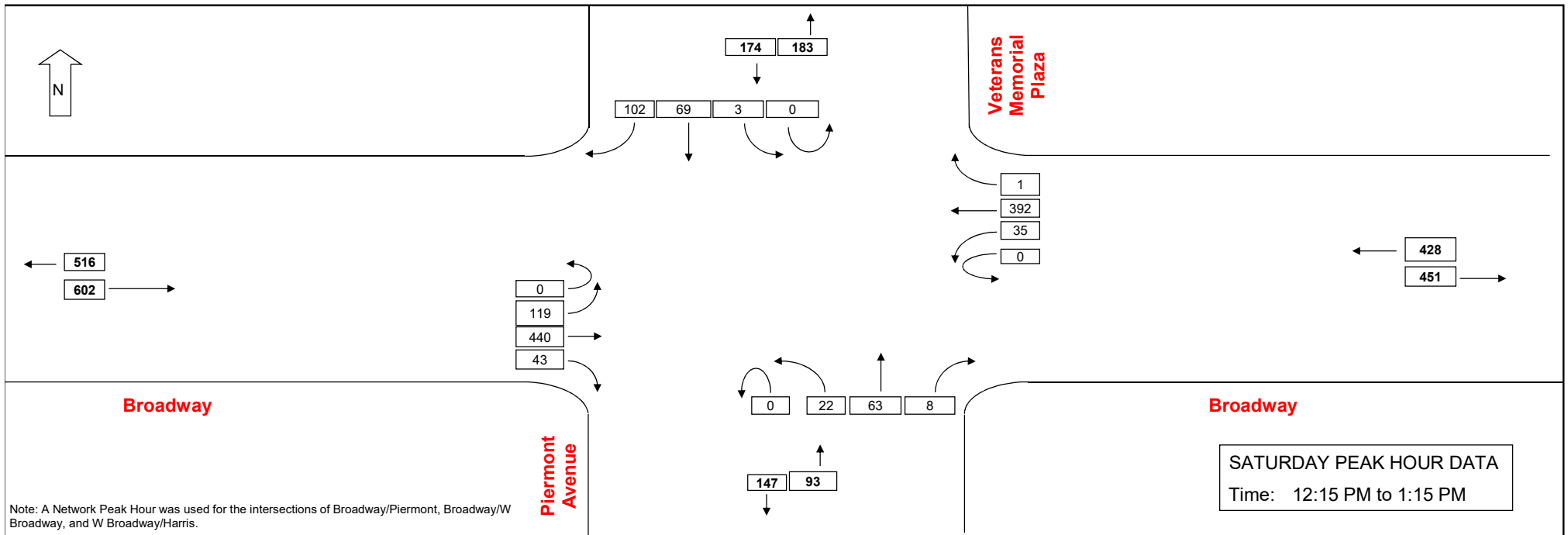
TRAFFIC VOLUME DATA

**Broadway at Veterans Memorial Plaza / Piermont Avenue
Woodmere, NY**



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	14	90	10	114	0	9	76	0	85	0	2	11	3	16	0	0	12	27	39	254		
10:15 AM	0	32	82	9	123	0	10	70	0	80	0	9	8	2	19	0	0	25	19	44	266		
10:30 AM	0	20	95	15	130	0	5	87	0	92	0	13	14	6	33	0	0	16	27	43	298		
10:45 AM	0	24	108	7	139	0	6	94	0	100	0	6	9	7	22	0	0	18	28	46	307	1,125	
11:00 AM	0	17	84	10	111	0	14	76	0	90	0	3	10	5	18	0	1	12	23	36	255	1,126	
11:15 AM	0	26	100	6	132	0	9	98	0	107	0	9	12	3	24	0	0	17	31	48	311	1,171	
11:30 AM	0	26	114	15	155	0	15	97	0	112	0	8	12	1	21	0	0	15	19	34	322	1,195	
11:45 AM	0	20	102	11	133	0	8	112	0	120	0	9	8	5	22	0	0	16	30	46	321	1,209	
12:00 PM	0	28	97	8	133	0	14	98	0	112	0	12	17	4	33	0	0	12	26	38	316	1,270	
12:15 PM	0	31	111	12	154	0	10	108	0	118	0	5	15	3	23	0	0	21	27	48	343	1,302	
12:30 PM	0	27	96	9	132	0	8	70	1	79	0	7	19	2	28	0	0	20	19	39	278	1,258	
12:45 PM	0	36	128	12	176	0	9	120	0	129	0	4	11	1	16	0	1	13	23	37	358	1,295	
1:00 PM	0	25	105	10	140	0	8	94	0	102	0	6	18	2	26	0	2	15	33	50	318	1,297	
1:15 PM	0	31	91	13	135	0	10	79	0	89	0	6	10	2	18	0	0	8	29	37	279	1,233	
1:30 PM	0	28	92	5	125	0	16	90	0	106	0	9	16	1	26	0	0	7	18	25	282	1,237	
1:45 PM	0	26	95	7	128	0	15	97	0	112	0	4	11	3	18	0	1	8	22	31	289	1,168	
Peak Hour 12:15 PM to 1:15 PM PHF % HV	0	119	440	43	602	0	35	392	1	428	0	22	63	8	93	0	3	69	102	174	1,297	0.91	
					2%					2%					1%						2%		



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

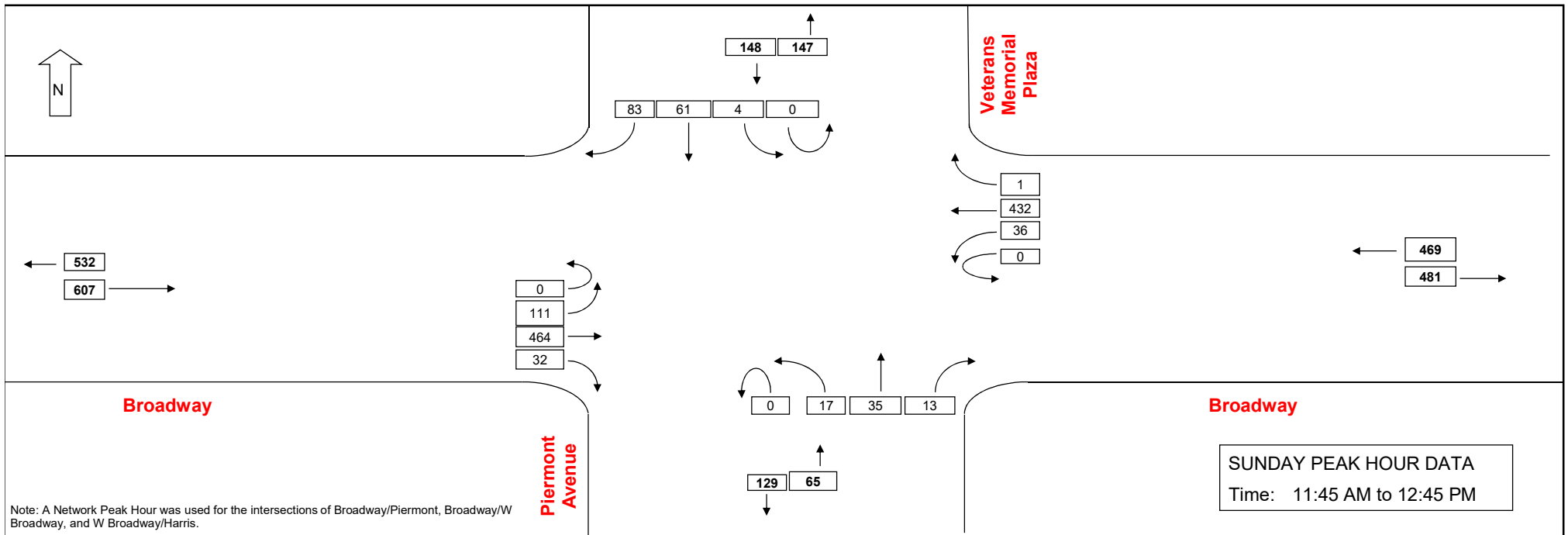
TRAFFIC VOLUME DATA

Broadway at Veterans Memorial Plaza / Piermont Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	25	100	0	125	0	10	86	0	96	0	1	7	2	10	0	0	11	15	26	257		
10:15 AM	0	27	108	2	137	0	9	102	0	111	0	3	4	3	10	0	1	18	17	36	294		
10:30 AM	0	22	119	6	147	0	10	78	0	88	0	4	6	2	12	0	1	13	23	37	284		
10:45 AM	0	22	110	9	141	0	7	84	0	91	0	6	8	2	16	0	0	11	20	31	279	1,114	
11:00 AM	0	26	117	6	149	0	3	96	0	99	0	6	2	1	9	0	1	11	13	25	282	1,139	
11:15 AM	0	24	101	5	130	0	14	97	0	111	0	4	3	3	10	0	0	9	22	31	282	1,127	
11:30 AM	0	25	91	6	122	0	9	111	0	120	0	3	15	3	21	0	3	18	27	48	311	1,154	
11:45 AM	0	33	126	6	165	0	6	126	0	132	0	5	4	4	13	0	2	11	24	37	347	1,222	
12:00 PM	0	28	110	12	150	0	10	105	0	115	0	3	4	2	9	0	0	22	21	43	317	1,257	
12:15 PM	0	29	119	10	158	0	13	105	0	118	0	2	18	4	24	0	0	16	15	31	331	1,306	
12:30 PM	0	21	109	4	134	0	7	96	1	104	0	7	9	3	19	0	2	12	23	37	294	1,289	
12:45 PM	0	21	126	7	154	0	6	87	0	93	0	7	9	2	18	0	2	14	32	48	313	1,255	
1:00 PM	0	28	98	11	137	0	13	110	1	124	0	1	5	3	9	0	3	15	18	36	306	1,244	
1:15 PM	0	28	143	7	178	0	5	87	0	92	0	3	7	2	12	0	0	15	20	35	317	1,230	
1:30 PM	0	18	128	9	155	0	12	99	0	111	0	4	9	3	16	0	0	7	27	34	316	1,252	
1:45 PM	0	34	134	1	169	0	13	100	0	113	0	3	10	1	14	0	0	14	11	25	321	1,260	
Peak Hour 11:45 AM to 12:45 PM	0	111	464	32	607	0	36	432	1	469	0	17	35	13	65	0	4	61	83	148	1,289		
PHF					1%					2%					1%					0%	0.93		
% HV																							



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

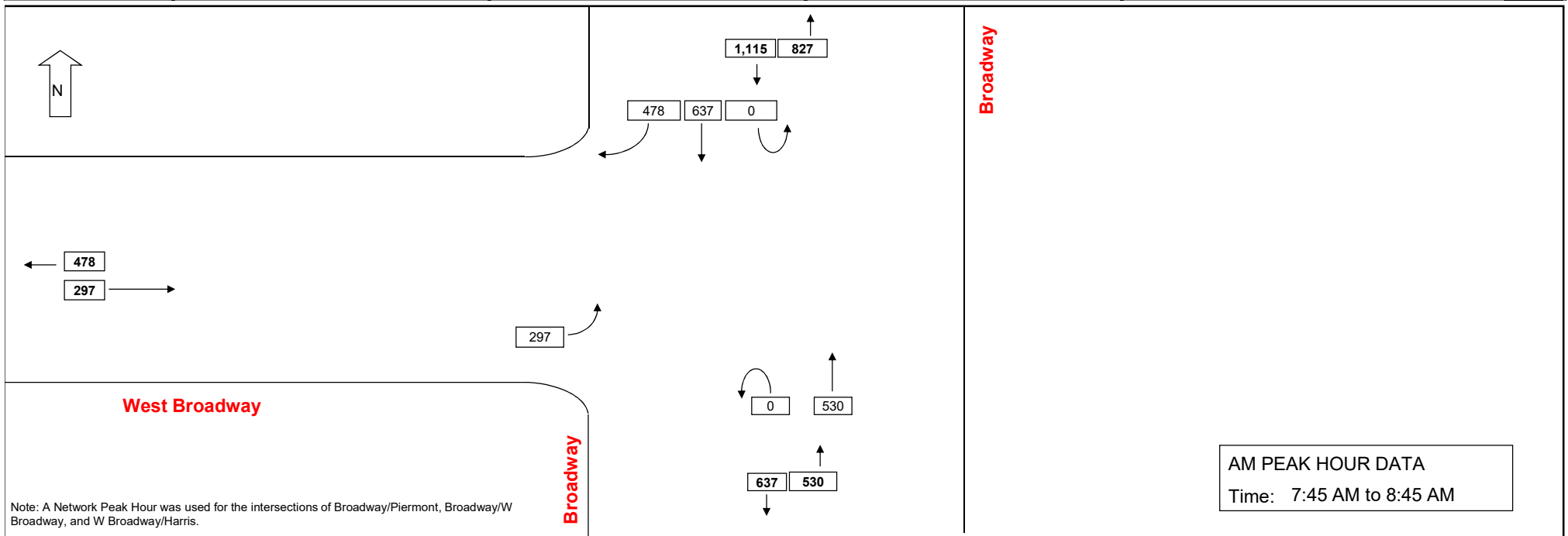
TRAFFIC VOLUME DATA

Broadway at West Broadway
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM		59			59						0		114		114	0		127	122	249	422	
7:15 AM		69			69						0		127		127	0		152	117	269	465	
7:30 AM		55			55						0		129		129	0		182	112	294	478	
7:45 AM		77			77						0		142		142	0		153	126	279	498	
8:00 AM		68			68						0		127		127	0		160	134	294	1,863	
8:15 AM		74			74						0		140		140	0		167	103	270	1,949	
8:30 AM		78			78						0		121		121	0		157	115	272	1,942	
8:45 AM		77			77						0		104		104	0		139	130	269	1,894	
Peak Hour 7:45 AM to 8:45 AM		297			297						0		530		530	0		637	478	1,115	1,942	
PHF % HV					12%									9%						8%	0.97	



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

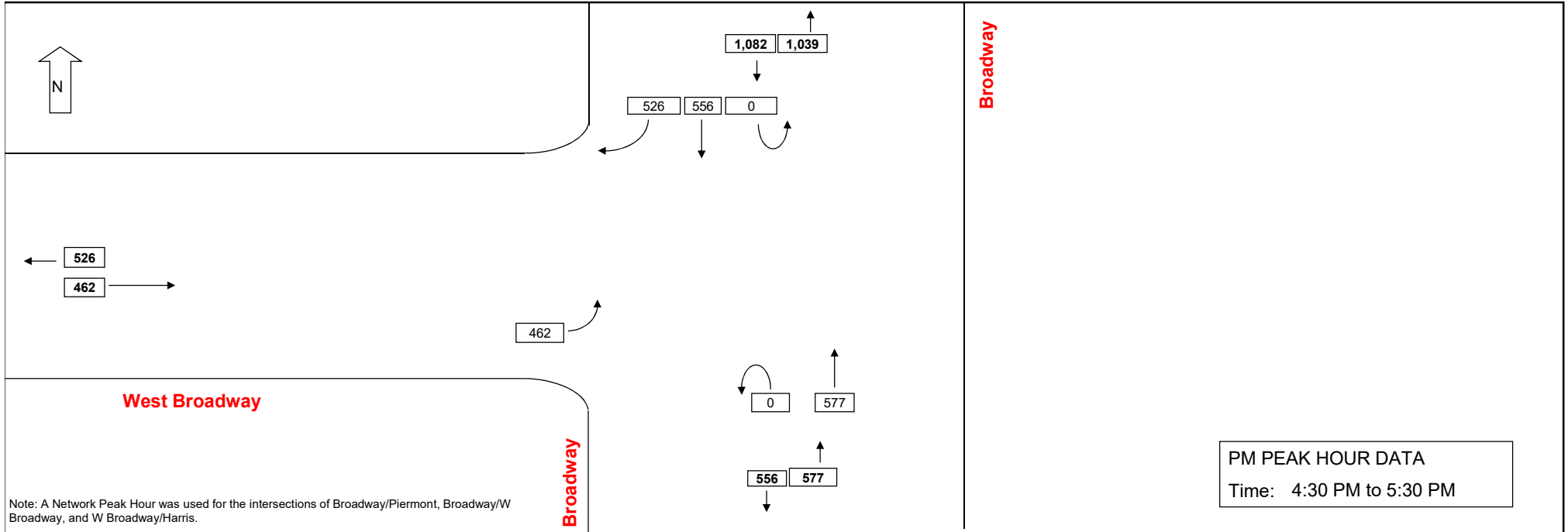
TRAFFIC VOLUME DATA

Broadway at West Broadway
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM		77			77						0		131		131	0		113	100	213	421	
2:15 PM		82			82						0		123		123	0		119	127	246	451	
2:30 PM		69			69						0		121		121	0		124	114	238	428	
2:45 PM		89			89						0		132		132	1		110	91	202	423	1,723
3:00 PM		106			106						0		136		136	0		141	129	270	512	1,814
3:15 PM		83			83						0		145		145	0		142	124	266	494	1,857
3:30 PM		103			103						0		145		145	0		122	99	221	469	1,898
3:45 PM		102			102						0		138		138	0		145	127	272	512	1,987
4:00 PM		113			113						0		160		160	0		121	113	234	507	1,982
4:15 PM		135			135						0		138		138	0		124	135	259	532	2,020
4:30 PM		112			112						0		142		142	0		145	137	282	536	2,087
4:45 PM		117			117						0		147		147	0		121	109	230	494	2,069
5:00 PM		124			124						0		152		152	0		141	133	274	550	2,112
5:15 PM		109			109						0		136		136	0		149	147	296	541	2,121
5:30 PM		107			107						0		150		150	0		134	129	263	520	2,105
5:45 PM		113			113						0		133		133	1		138	105	244	490	2,101
6:00 PM		94			94						0		136		136	0		141	110	251	481	2,032
6:15 PM		94			94						0		129		129	0		140	110	250	473	1,964
Peak Hour 4:30 PM to 5:30 PM PHF % HV		462			462						0		577		577	0		556	526	1,082	2,121	0.96
					3%									3%						4%		



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

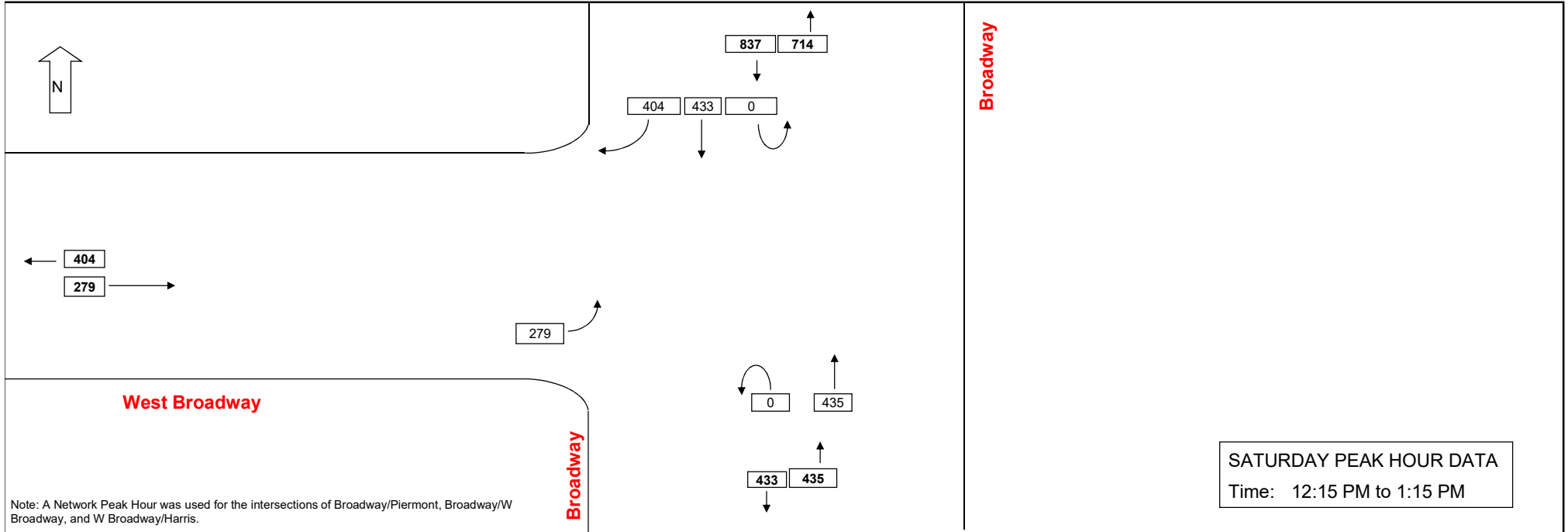
TRAFFIC VOLUME DATA

**Broadway at West Broadway
Woodmere, NY**



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM		68			68						0		94		94	0		90	72	162	324	
10:15 AM		75			75						0		84		84	0		76	80	156	315	
10:30 AM		67			67						0		102		102	0		93	76	169	338	
10:45 AM		66			66						0		112		112	0		99	97	196	374	1,351
11:00 AM		58			58						0		90		90	0		87	88	175	323	1,350
11:15 AM		50			50						0		104		104	0		110	99	209	363	1,398
11:30 AM		70			70						0		112		112	0		110	100	210	392	1,452
11:45 AM		48			48						0		109		109	0		120	113	233	390	1,468
12:00 PM		72			72						0		101		101	0		112	84	196	369	1,514
12:15 PM		87			87						0		112		112	0		118	114	232	431	1,582
12:30 PM		66			66						0		96		96	0		81	81	162	324	1,514
12:45 PM		55			55						0		120		120	0		135	94	229	404	1,528
1:00 PM		71			71						0		107		107	0		99	115	214	392	1,551
1:15 PM		71			71						0		91		91	0		98	108	206	368	1,488
1:30 PM		52			52						0		94		94	0		104	101	205	351	1,515
1:45 PM		74			74						0		101		101	0		115	107	222	397	1,508
Peak Hour 12:15 PM to 1:15 PM		279			279						0		435		435	0		433	404	837	1,551	
PHF % HV					3%									2%						3%	0.90	



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

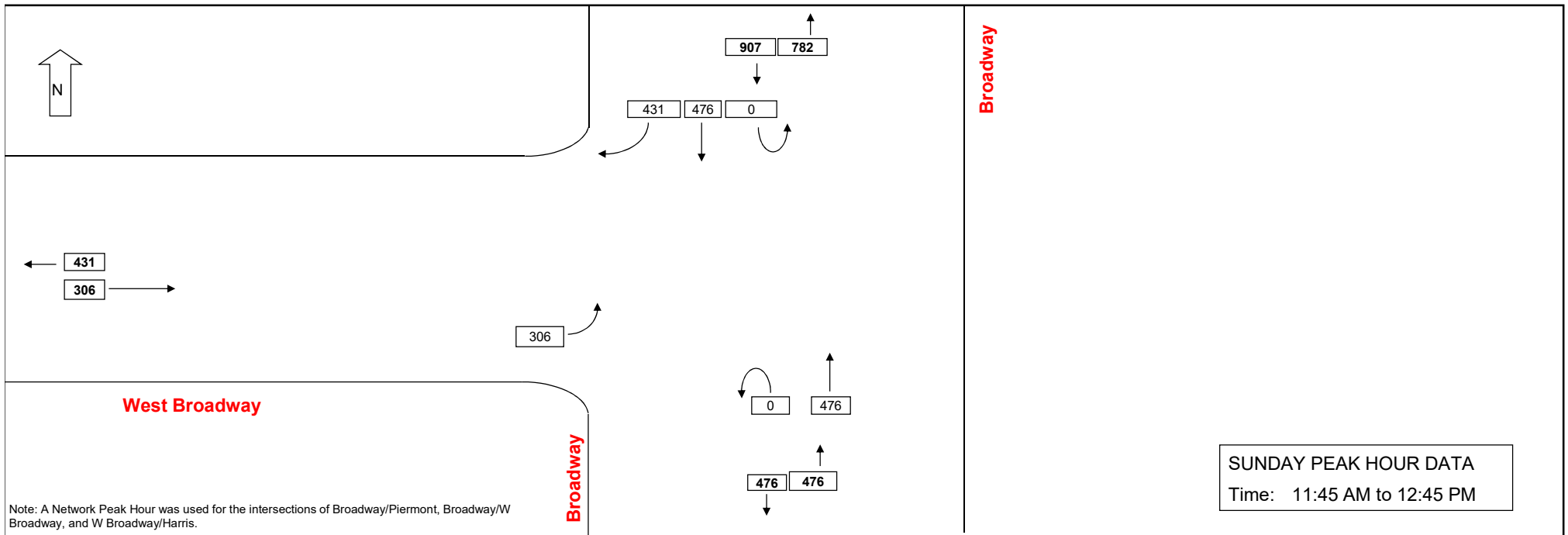
TRAFFIC VOLUME DATA

Broadway at West Broadway
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM		81			81						0		94		94	0		98	97	195	370	
10:15 AM		80			80						0		105		105	0		112	70	182	367	
10:30 AM		58			58						0		123		123	0		93	86	179	360	
10:45 AM		63			63						0		112		112	0		96	91	187	362	
11:00 AM		55			55						0		118		118	0		105	110	215	388	
11:15 AM		83			83						0		100		100	1		102	100	203	386	
11:30 AM		52			52						0		96		96	0		123	104	227	375	
11:45 AM		72			72						0		132		132	0		131	114	245	449	
12:00 PM		82			82						0		115		115	0		118	106	224	421	
12:15 PM		88			88						0		117		117	0		113	109	222	427	
12:30 PM		64			64						0		112		112	0		114	102	216	392	
12:45 PM		62			62						0		122		122	0		88	99	187	371	
1:00 PM		75			75						0		114		114	0		125	112	237	426	
1:15 PM		70			70						0		138		138	0		88	99	187	395	
1:30 PM		58			58						0		135		135	0		122	101	223	416	
1:45 PM		74			74						0		131		131	0		104	106	210	415	
Peak Hour 11:45 AM to 12:45 PM		306			306						0		476		476	0		476	431	907	1,689	
% HV					1%										1%					1%	0.94	



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

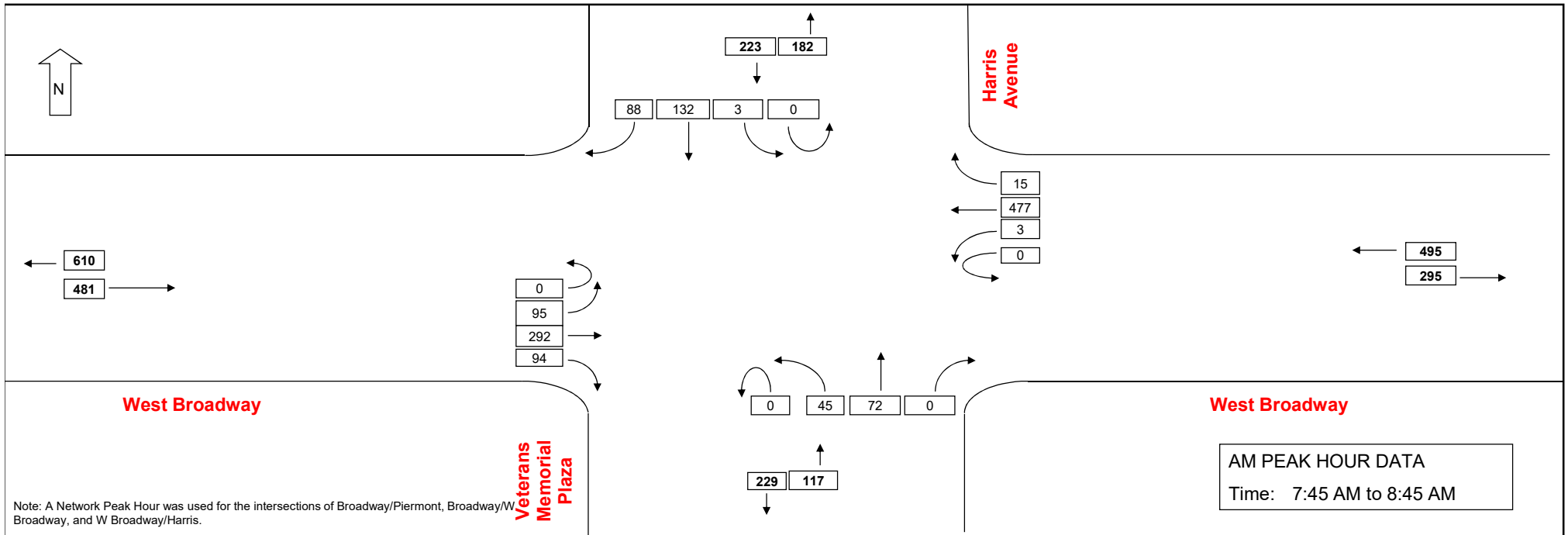
TRAFFIC VOLUME DATA

**West Broadway at Harris Avenue / Veterans Memorial Plaza
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	7	52	14	73	0	0	106	2	108	0	7	7	0	14	0	0	45	11	56	251	
7:15 AM	0	9	67	23	99	0	1	113	4	118	0	10	11	0	21	0	3	37	4	44	282	
7:30 AM	0	7	57	9	73	0	2	116	2	120	0	8	6	0	14	0	1	29	9	39	246	
7:45 AM	0	24	78	24	126	0	0	122	2	124	0	6	11	0	17	0	1	29	17	47	314	1,093
8:00 AM	0	23	70	20	113	0	2	124	7	133	0	12	26	0	38	0	2	38	21	61	345	1,187
8:15 AM	0	27	71	32	130	0	0	113	3	116	0	13	22	0	35	0	0	27	18	45	326	1,231
8:30 AM	0	21	73	18	112	0	1	118	3	122	0	14	13	0	27	0	0	38	32	70	331	1,316
8:45 AM	0	28	72	32	132	0	1	146	2	149	0	16	22	0	38	0	0	27	27	54	373	1,375
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	95	292	94	481	0	3	477	15	495	0	45	72	0	117	0	3	132	88	223	1,316	0.95
					8%					8%				6%						3%		



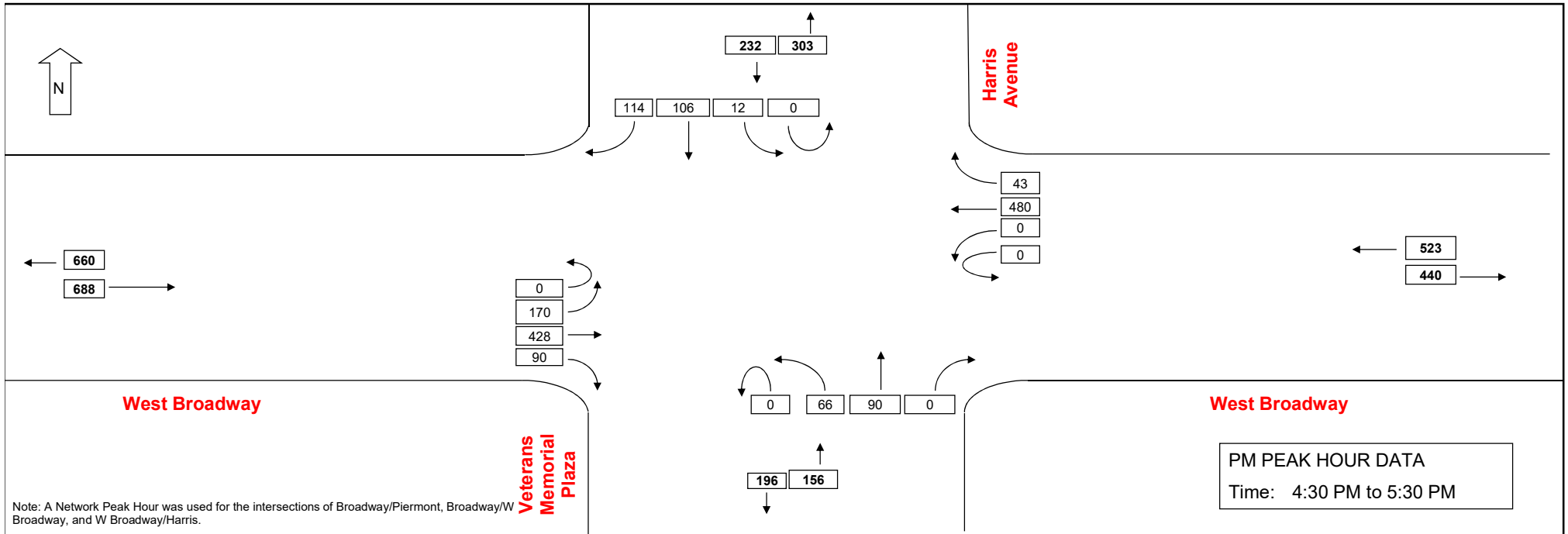
TRAFFIC VOLUME DATA

West Broadway at Harris Avenue / Veterans Memorial Plaza
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	38	83	18	139	0	0	101	13	114	0	11	26	0	37	0	4	19	24	47	337	
2:15 PM	0	36	65	27	128	0	1	110	9	120	0	16	22	0	38	0	5	25	28	58	344	
2:30 PM	0	42	77	34	153	0	0	104	17	121	0	12	24	0	36	0	4	28	26	58	368	
2:45 PM	0	40	88	28	156	0	1	89	5	95	0	21	23	0	44	0	1	20	27	48	343	1,392
3:00 PM	0	43	94	23	160	0	0	108	15	123	0	17	22	0	39	0	3	29	30	62	384	1,439
3:15 PM	0	36	95	26	157	0	0	99	16	115	0	13	25	0	38	0	1	32	34	67	377	1,472
3:30 PM	0	54	103	22	179	0	0	94	9	103	0	16	21	0	37	0	2	22	31	55	374	1,478
3:45 PM	1	26	101	18	146	0	0	118	8	126	0	26	24	0	50	0	4	20	38	62	384	1,519
4:00 PM	0	41	115	26	182	0	2	104	13	119	0	16	26	0	42	0	2	16	29	47	390	1,525
4:15 PM	0	36	119	18	173	0	0	128	5	133	0	15	21	0	36	0	2	19	28	49	391	1,539
4:30 PM	0	44	127	18	189	0	0	120	13	133	0	17	23	0	40	0	1	29	35	65	427	1,592
4:45 PM	0	45	105	20	170	0	0	116	10	126	0	11	20	0	31	0	4	25	22	51	378	1,586
5:00 PM	0	43	90	33	166	0	0	108	13	121	0	18	16	0	34	0	4	25	31	60	381	1,577
5:15 PM	0	38	106	19	163	0	0	136	7	143	0	20	31	0	51	0	3	27	26	56	413	1,599
5:30 PM	0	32	117	21	170	0	0	116	17	133	0	15	28	1	44	0	1	29	24	54	401	1,573
5:45 PM	0	29	109	14	152	0	0	105	10	115	0	16	25	0	41	0	5	29	39	73	381	1,576
6:00 PM	0	39	87	10	136	0	0	99	9	108	0	15	36	0	51	0	1	29	31	61	356	1,551
6:15 PM	0	38	83	25	146	0	1	98	9	108	0	9	22	1	32	0	4	35	30	69	355	1,493
Peak Hour 4:30 PM to 5:30 PM PHF % HV	0	170	428	90	688	0	0	480	43	523	0	66	90	0	156	0	12	106	114	232	1,599	0.94
					2%					6%					5%					4%		



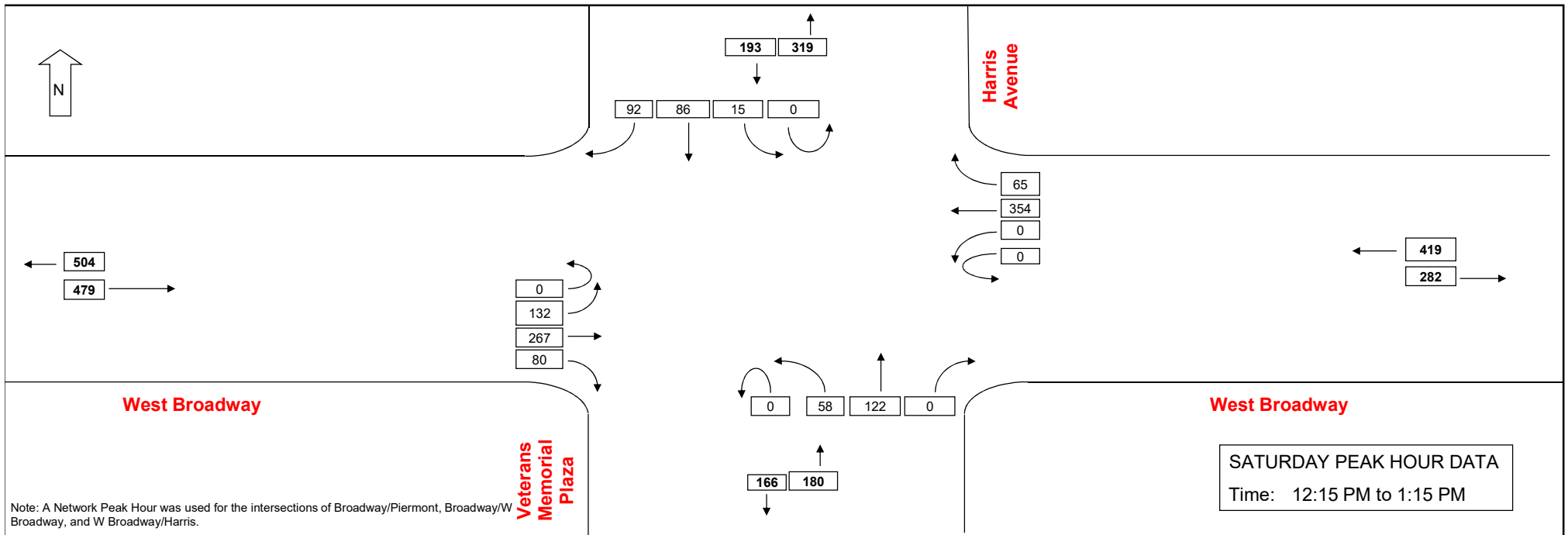
TRAFFIC VOLUME DATA

**West Broadway at Harris Avenue / Veterans Memorial Plaza
Woodmere, NY**



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	45	60	12	117	0	0	77	13	90	0	7	18	0	25	0	9	26	16	51	283		
10:15 AM	0	39	67	21	127	0	0	65	13	78	0	12	29	0	41	0	1	23	21	45	291		
10:30 AM	0	33	68	21	122	0	0	69	12	81	0	10	24	0	34	0	5	20	27	52	289		
10:45 AM	0	47	61	27	135	0	0	82	18	100	0	15	17	1	33	0	3	18	24	45	313	1,176	
11:00 AM	0	24	46	23	93	0	0	71	13	84	0	7	21	0	28	0	3	16	24	43	248	1,141	
11:15 AM	0	37	54	23	114	0	0	83	15	98	0	12	27	0	39	0	3	25	31	59	310	1,160	
11:30 AM	0	38	60	15	113	0	0	78	14	92	0	15	24	0	39	0	2	22	32	56	300	1,171	
11:45 AM	1	37	52	24	114	0	0	95	7	102	0	8	22	0	30	0	0	23	27	50	296	1,154	
12:00 PM	0	38	58	17	113	0	0	76	10	86	0	15	31	0	46	0	3	23	27	53	298	1,204	
12:15 PM	0	34	87	26	147	0	0	97	16	113	0	16	30	0	46	0	3	18	15	36	342	1,236	
12:30 PM	0	29	53	16	98	0	0	81	12	93	0	16	31	0	47	0	6	17	27	50	288	1,224	
12:45 PM	0	32	66	20	118	0	0	68	10	78	0	14	28	0	42	0	2	21	27	50	288	1,216	
1:00 PM	0	37	61	18	116	0	0	108	27	135	0	12	33	0	45	0	4	30	23	57	353	1,271	
1:15 PM	1	35	69	22	127	0	0	83	14	97	0	10	31	0	41	0	3	18	27	48	313	1,242	
1:30 PM	0	31	43	10	84	0	0	88	16	104	0	19	25	0	44	0	3	15	26	44	276	1,230	
1:45 PM	0	38	75	16	129	0	0	88	14	102	0	11	24	1	36	0	7	16	28	51	318	1,260	
Peak Hour 12:15 PM to 1:15 PM PHF % HV	0	132	267	80	479	0	0	354	65	419	0	58	122	0	180	0	15	86	92	193	1,271	0.90	
					2%					4%					1%						1%		



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

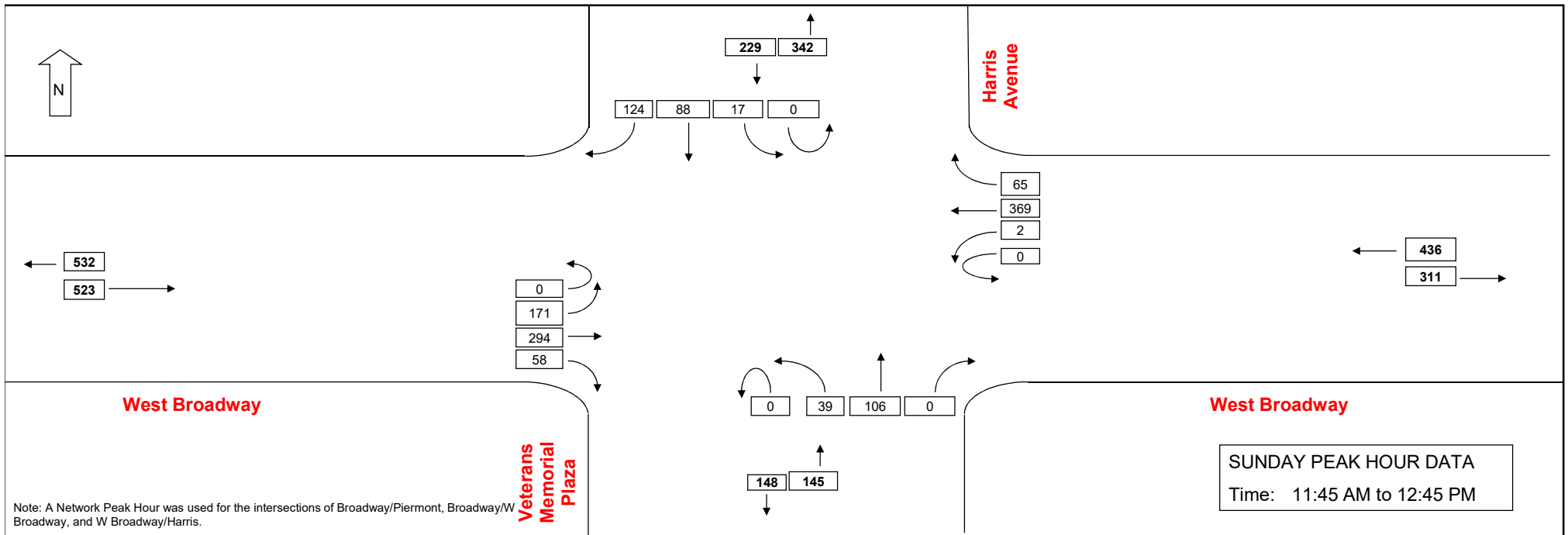
TRAFFIC VOLUME DATA

West Broadway at Harris Avenue / Veterans Memorial Plaza
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	45	67	7	119	0	0	74	13	87	0	8	31	0	39	0	7	19	23	49	294	
10:15 AM	0	34	76	25	135	0	0	43	7	50	0	15	13	0	28	0	6	16	37	59	272	
10:30 AM	0	42	63	12	117	0	1	80	12	93	0	6	22	0	28	0	4	24	25	53	291	
10:45 AM	0	43	59	11	113	0	0	75	10	85	0	10	15	0	25	0	4	19	26	49	272	1,129
11:00 AM	0	36	50	12	98	0	0	98	21	119	0	11	25	0	36	0	5	12	35	52	305	1,140
11:15 AM	0	40	68	10	118	0	0	92	10	102	0	9	21	0	30	0	6	23	31	60	310	1,178
11:30 AM	0	28	55	19	102	0	0	87	12	99	0	17	24	0	41	0	3	31	34	68	310	1,197
11:45 AM	0	38	61	14	113	0	1	101	17	119	0	7	29	0	36	0	2	23	34	59	327	1,252
12:00 PM	0	41	92	18	151	0	1	85	16	102	0	8	20	0	28	0	4	24	25	53	334	1,281
12:15 PM	0	41	75	12	128	0	0	88	15	103	0	15	36	0	51	0	6	18	29	53	335	1,306
12:30 PM	0	51	66	14	131	0	0	95	17	112	0	9	21	0	30	0	5	23	36	64	337	1,333
12:45 PM	0	26	52	25	103	0	0	111	12	123	0	9	22	0	31	0	5	20	25	50	307	1,313
1:00 PM	0	35	69	16	120	0	2	94	27	123	0	10	23	0	33	0	8	14	17	39	315	1,294
1:15 PM	0	39	62	16	117	0	0	86	13	99	0	13	23	0	36	0	6	21	30	57	309	1,268
1:30 PM	0	35	60	11	106	0	0	85	16	101	0	6	20	0	26	0	4	21	25	50	283	1,214
1:45 PM	0	39	69	11	119	0	0	87	13	100	0	11	32	0	43	0	3	17	36	56	318	1,225
Peak Hour 11:45 AM to 12:45 PM	0	171	294	58	523	0	2	369	65	436	0	39	106	0	145	0	17	88	124	229	1,333	
PHF					1%					1%					0%					0%	0.99	
% HV																						



Note: A Network Peak Hour was used for the intersections of Broadway/Piermont, Broadway/W Broadway, and W Broadway/Harris.

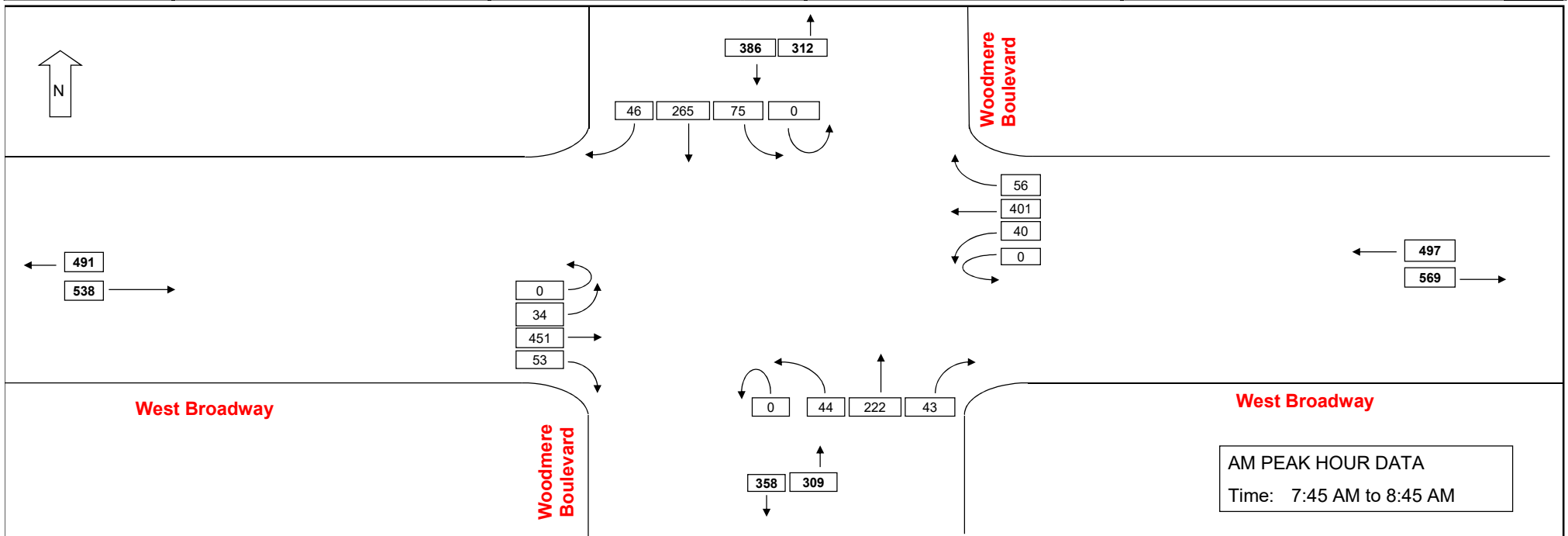
TRAFFIC VOLUME DATA

West Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	7	87	20	114	0	3	60	7	70	0	5	28	5	38	0	4	39	2	45	267	
7:15 AM	0	2	95	14	111	0	11	62	12	85	0	5	32	8	45	0	5	45	5	55	296	
7:30 AM	0	5	88	16	109	0	4	85	12	101	0	7	23	5	35	0	14	43	3	60	305	
7:45 AM	0	5	115	13	133	0	10	102	19	131	0	8	60	6	74	0	15	70	8	93	431	1,299
8:00 AM	0	8	109	10	127	0	10	92	10	112	0	11	56	13	80	0	20	76	16	112	431	1,463
8:15 AM	0	9	122	17	148	0	6	102	21	129	0	6	54	11	71	0	22	68	11	101	449	1,616
8:30 AM	0	12	105	13	130	0	14	105	6	125	0	19	52	13	84	0	18	51	11	80	419	1,730
8:45 AM	0	10	125	14	149	0	10	96	9	115	0	13	50	11	74	0	28	58	6	92	430	1,729
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	34	451	53	538	0	40	401	56	497	0	44	222	43	309	0	75	265	46	386	1,730	0.96
					1%					6%					6%					10%		



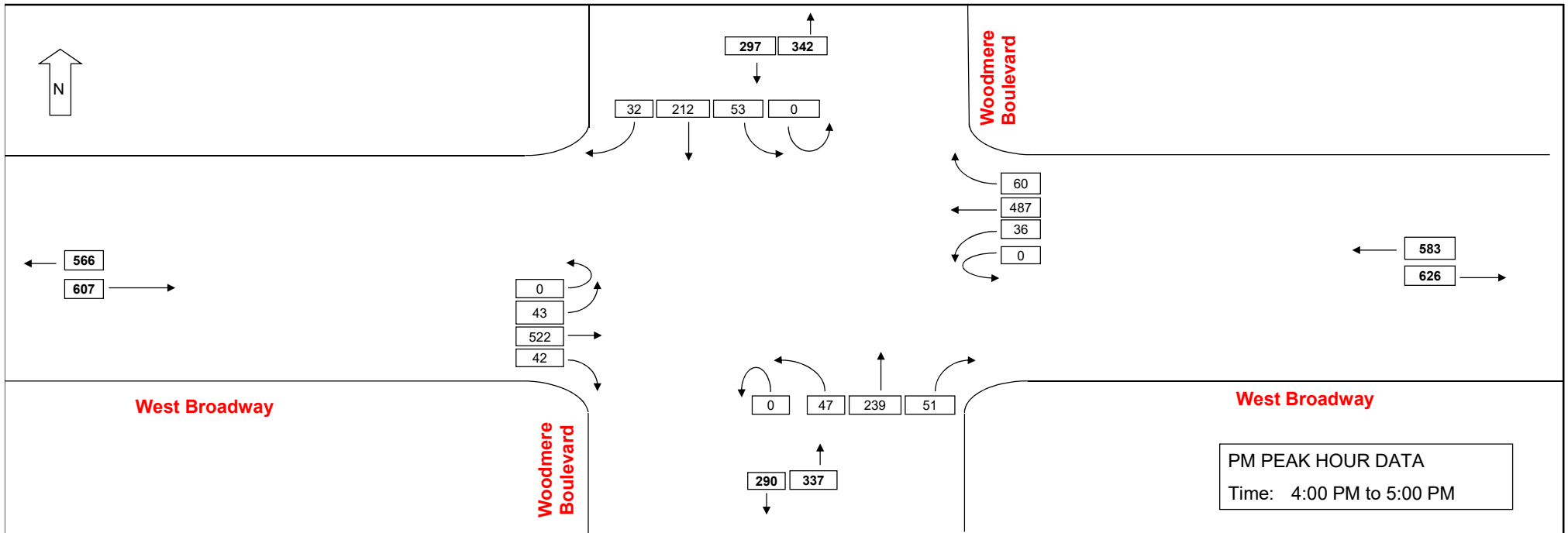
TRAFFIC VOLUME DATA

West Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	10	108	12	130	0	11	96	15	122	0	14	36	10	60	0	13	43	10	66	378	
2:15 PM	0	11	120	13	144	0	12	89	11	112	0	8	47	11	66	0	15	45	6	66	388	
2:30 PM	0	7	95	7	109	0	5	92	12	109	0	11	40	8	59	0	14	42	5	61	338	
2:45 PM	0	11	107	9	127	0	9	89	12	110	0	6	55	11	72	0	12	51	4	67	376	1,480
3:00 PM	0	9	116	15	140	0	7	88	20	115	0	7	38	9	54	0	22	48	12	82	391	1,493
3:15 PM	0	11	113	9	133	0	16	90	19	125	0	11	58	13	82	0	18	46	8	72	412	1,517
3:30 PM	0	4	134	10	148	0	7	114	18	139	0	12	43	6	61	0	18	55	9	82	430	1,609
3:45 PM	0	6	112	17	135	0	2	102	10	114	0	12	49	11	72	0	15	51	8	74	395	1,628
4:00 PM	0	11	149	11	171	0	11	121	19	151	0	14	61	18	93	0	10	40	7	57	472	1,709
4:15 PM	0	8	114	13	135	0	9	123	25	157	0	6	51	11	68	0	13	66	8	87	447	1,744
4:30 PM	0	9	124	11	144	0	7	125	9	141	0	21	60	6	87	0	13	60	10	83	455	1,769
4:45 PM	0	15	135	7	157	0	9	118	7	134	0	6	67	16	89	0	17	46	7	70	450	1,824
5:00 PM	0	12	124	12	148	0	4	115	11	130	0	11	60	5	76	0	13	61	10	84	438	1,790
5:15 PM	0	7	127	12	146	0	14	124	14	152	1	12	77	7	97	0	15	58	12	85	480	1,823
5:30 PM	0	4	130	12	146	0	9	118	13	140	1	15	69	13	98	0	15	51	3	69	453	1,821
5:45 PM	0	13	90	12	115	0	11	102	14	127	0	5	58	7	70	0	16	56	9	81	393	1,764
6:00 PM	0	6	84	12	102	0	8	127	20	155	0	18	62	11	91	0	14	47	8	69	417	1,743
6:15 PM	0	10	129	8	147	0	8	117	23	148	0	12	65	3	80	0	17	51	4	72	447	1,710
Peak Hour 4:00 PM to 5:00 PM PHF % HV	0	43	522	42	607	0	36	487	60	583	0	47	239	51	337	0	53	212	32	297	1,824	
					4%					5%					7%					6%	0.97	



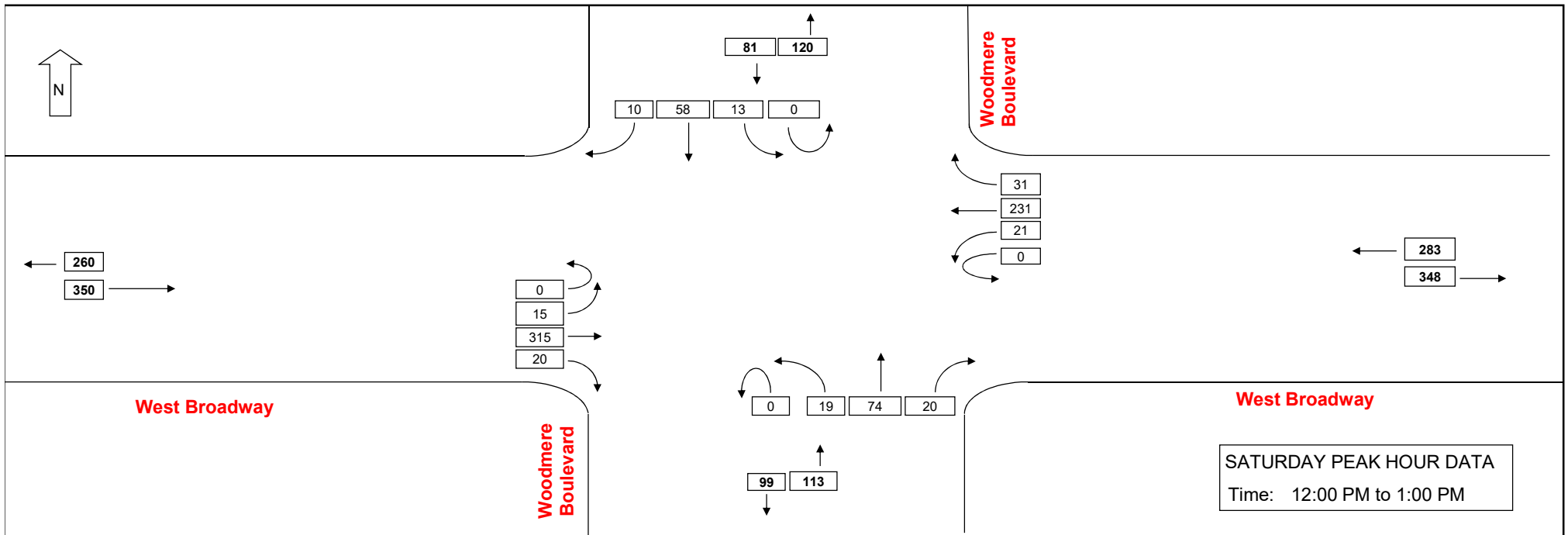
TRAFFIC VOLUME DATA

West Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	0	78	6	84	0	2	42	8	52	0	12	12	2	26	0	3	11	4	18	180	
10:15 AM	0	5	80	3	88	0	8	44	6	58	0	4	18	4	26	0	1	15	0	16	188	
10:30 AM	0	4	80	3	87	0	4	48	5	57	0	9	11	3	23	0	3	21	2	26	193	
10:45 AM	0	4	66	5	75	0	5	40	4	49	0	2	18	4	24	0	3	14	1	18	166	727
11:00 AM	0	4	75	1	80	0	3	55	6	64	0	5	12	4	21	0	3	19	2	24	189	736
11:15 AM	0	3	69	7	79	0	6	63	7	76	0	9	11	3	23	0	5	15	2	22	200	748
11:30 AM	0	2	70	4	76	0	6	62	13	81	0	4	13	2	19	0	3	24	2	29	205	760
11:45 AM	0	3	54	5	62	1	2	78	7	88	0	1	17	3	21	0	6	11	4	21	192	786
12:00 PM	0	2	76	2	80	0	4	74	6	84	0	5	13	5	23	0	4	12	2	18	205	802
12:15 PM	0	6	92	3	101	0	8	57	8	73	0	4	16	5	25	0	4	14	4	22	221	823
12:30 PM	0	4	73	8	85	0	0	52	7	59	0	6	21	6	33	0	1	20	3	24	201	819
12:45 PM	0	3	74	7	84	0	9	48	10	67	0	4	24	4	32	0	4	12	1	17	200	827
1:00 PM	0	4	66	5	75	0	6	60	4	70	0	5	9	3	17	0	3	7	2	12	174	796
1:15 PM	0	5	73	4	82	0	5	49	7	61	0	3	17	6	26	0	4	27	3	34	203	778
1:30 PM	0	1	62	3	66	0	6	66	7	79	0	2	13	5	20	0	5	15	2	22	187	764
1:45 PM	0	3	63	5	71	0	5	52	7	64	0	3	15	3	21	0	1	16	3	20	176	740
Peak Hour 12:00 PM to 1:00 PM PHF % HV	0	15	315	20	350	0	21	231	31	283	0	19	74	20	113	0	13	58	10	81	827	0.94
					3%					3%					1%					2%		



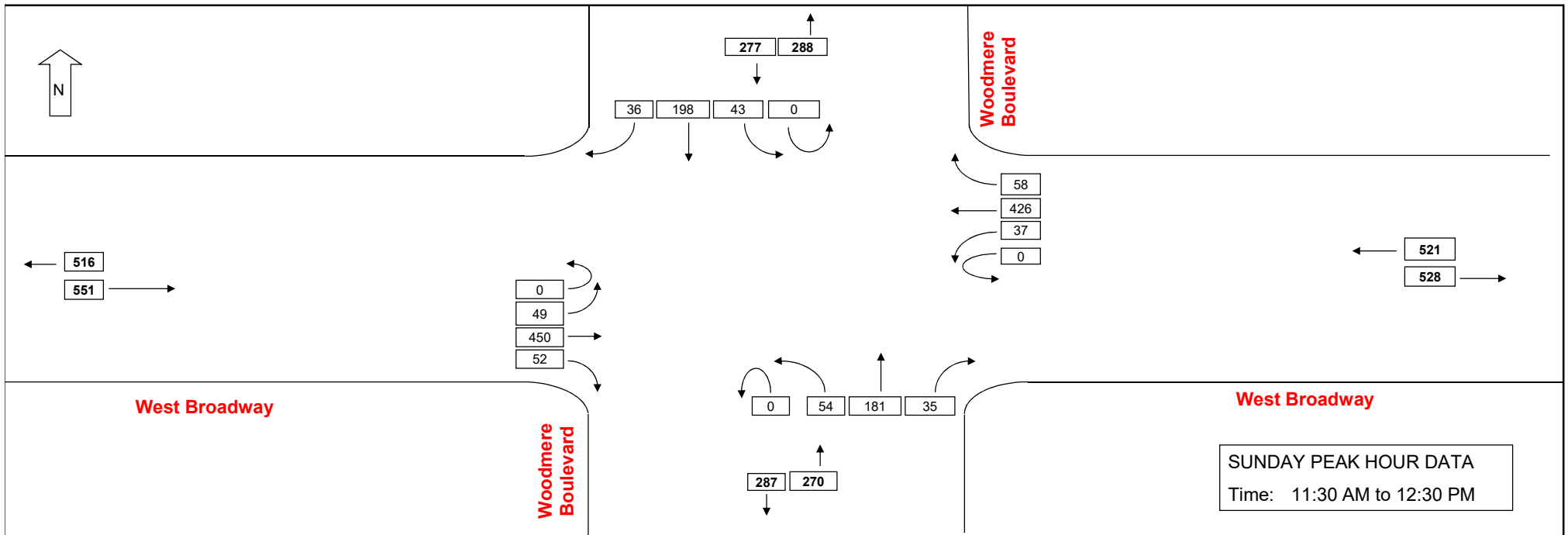
TRAFFIC VOLUME DATA

West Broadway at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	8	105	10	123	0	9	69	16	94	0	18	36	5	59	0	16	38	7	61	337		
10:15 AM	0	9	125	13	147	0	12	98	9	119	0	15	43	5	63	0	18	40	3	61	390		
10:30 AM	0	3	97	10	110	0	13	80	12	105	0	12	55	14	81	0	6	42	4	52	348		
10:45 AM	0	14	121	10	145	0	5	86	14	105	0	18	60	9	87	0	15	67	5	87	424	1,499	
11:00 AM	0	10	97	9	116	0	7	88	13	108	0	5	52	9	66	0	8	43	5	56	346	1,508	
11:15 AM	0	4	111	13	128	0	3	83	8	94	0	7	37	6	50	0	11	53	4	68	340	1,458	
11:30 AM	0	15	104	19	138	0	8	92	22	122	0	15	46	11	72	0	9	37	5	51	383	1,493	
11:45 AM	0	6	112	15	133	0	13	109	15	137	0	19	48	5	72	0	17	76	9	102	444	1,513	
12:00 PM	0	15	131	8	154	0	5	120	10	135	0	13	42	12	67	0	10	45	16	71	427	1,594	
12:15 PM	0	13	103	10	126	0	11	105	11	127	0	7	45	7	59	0	7	40	6	53	365	1,619	
12:30 PM	0	8	102	14	124	0	6	85	14	105	0	13	58	8	79	0	11	39	6	56	364	1,600	
12:45 PM	0	14	94	11	119	0	10	83	12	105	0	6	54	4	64	0	9	51	12	72	360	1,516	
1:00 PM	0	8	111	16	135	0	8	102	13	123	0	16	52	8	76	0	9	45	6	60	394	1,483	
1:15 PM	0	14	119	14	147	0	12	107	11	130	0	8	40	2	50	0	6	49	6	61	388	1,506	
1:30 PM	0	9	94	11	114	0	10	82	7	99	0	5	46	11	62	0	11	52	6	69	344	1,486	
1:45 PM	0	12	130	4	146	0	8	87	13	108	0	9	43	10	62	0	9	41	9	59	375	1,501	
Peak Hour 11:30 AM to 12:30 PM	0	49	450	52	551	0	37	426	58	521	0	54	181	35	270	0	43	198	36	277	1,619		
PHF					1%					1%					0%						1%	0.91	



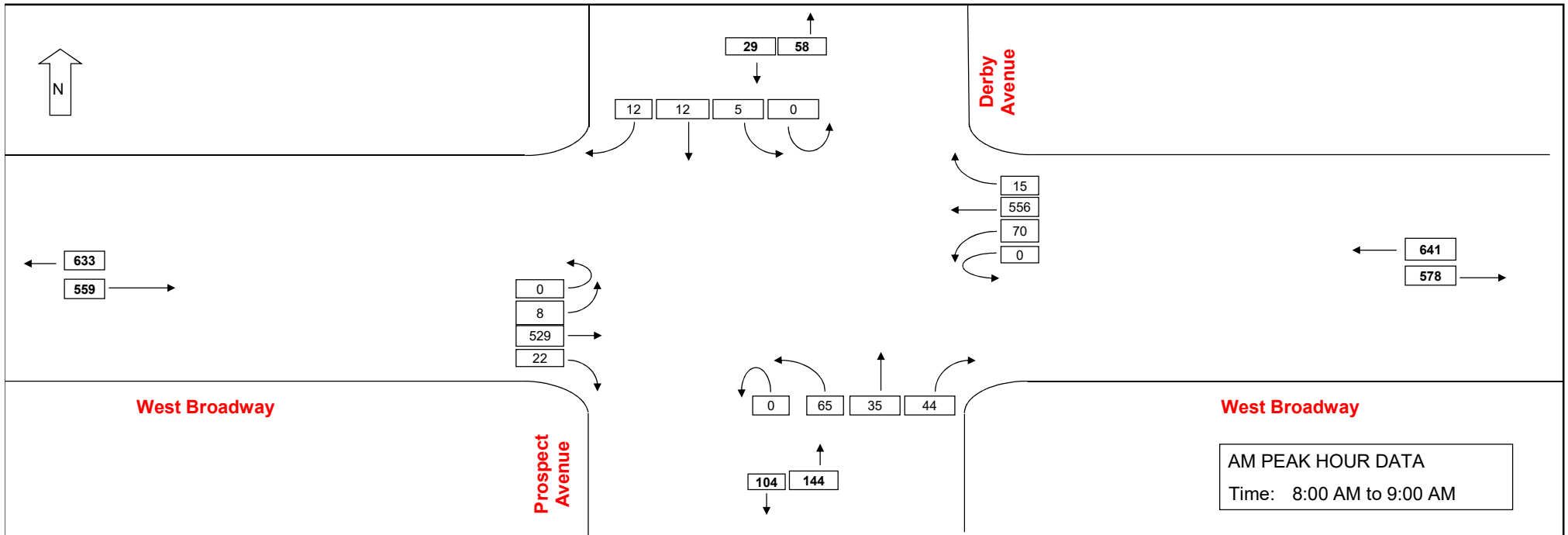
TRAFFIC VOLUME DATA

West Broadway at Prospect Avenue / Derby Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	2	108	2	112	1	4	78	1	84	0	13	1	7	21	0	0	0	1	1	218	
7:15 AM	0	2	99	9	110	0	8	86	0	94	0	4	1	4	9	0	1	1	2	4	217	
7:30 AM	0	3	106	7	116	0	9	96	0	105	0	11	1	6	18	0	2	0	3	5	244	
7:45 AM	0	2	110	7	119	0	16	120	0	136	0	16	3	15	34	0	2	5	2	9	298	977
8:00 AM	0	1	128	6	135	0	19	139	1	159	0	17	15	17	49	0	2	2	3	7	350	1,109
8:15 AM	0	1	137	5	143	0	23	135	8	166	0	18	9	9	36	0	0	6	5	11	356	1,248
8:30 AM	0	1	129	6	136	0	12	139	2	153	0	12	6	7	25	0	0	0	1	1	315	1,319
8:45 AM	0	5	135	5	145	0	16	143	4	163	0	18	5	11	34	0	3	4	3	10	352	1,373
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	8	529	22	559	0	70	556	15	641	0	65	35	44	144	0	5	12	12	29	1,373	0.96
					8%					4%					10%					10%		



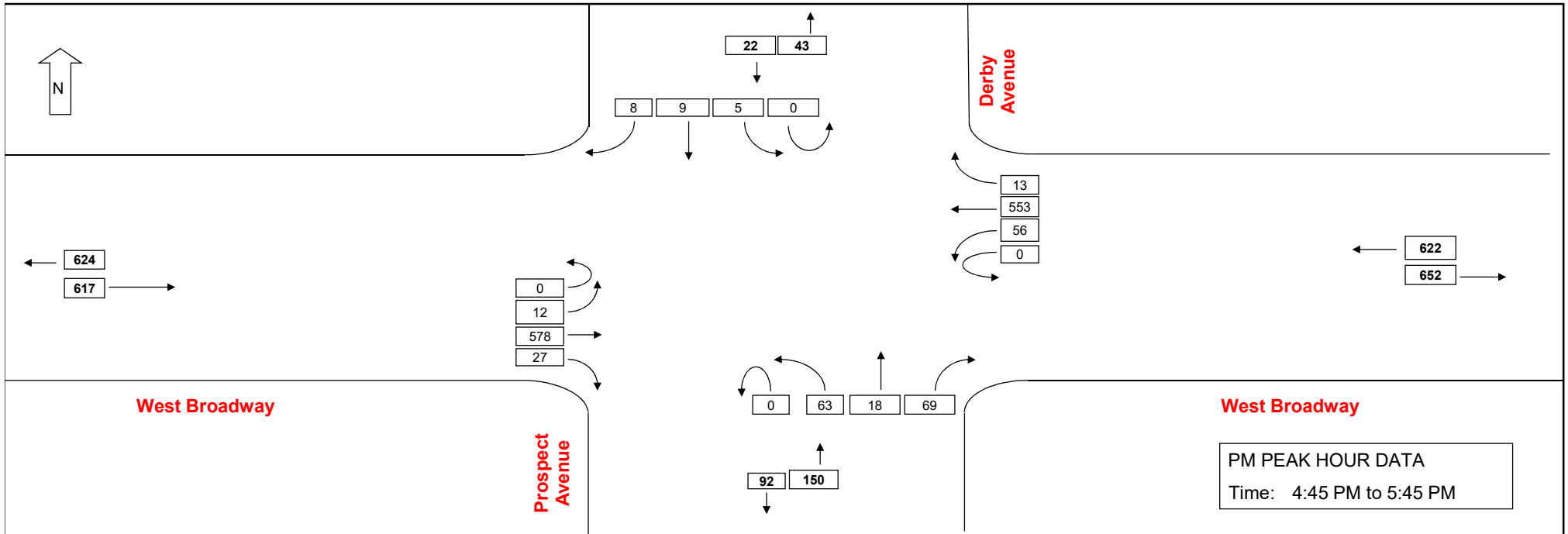
TRAFFIC VOLUME DATA

West Broadway at Prospect Avenue / Derby Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	3	142	7	152	0	11	107	3	121	0	15	2	20	37	1	1	1	2	5	315		
2:15 PM	0	4	122	11	137	0	15	101	2	118	0	12	2	8	22	0	0	1	2	3	280		
2:30 PM	0	0	117	7	124	0	11	106	5	122	0	10	0	17	27	0	0	5	1	6	279		
2:45 PM	0	0	134	5	139	0	7	94	1	102	0	11	4	20	35	0	1	3	1	5	281	1,155	
3:00 PM	0	3	130	6	139	0	11	117	4	132	0	8	3	12	23	0	0	1	4	5	299	1,139	
3:15 PM	0	2	122	9	133	0	9	115	3	127	0	9	3	16	28	0	2	0	4	6	294	1,153	
3:30 PM	0	4	146	6	156	0	10	112	3	125	0	10	6	15	31	0	5	1	1	7	319	1,193	
3:45 PM	0	0	142	8	150	0	6	120	8	134	0	17	5	8	30	0	1	3	3	7	321	1,233	
4:00 PM	0	3	160	6	169	0	12	132	5	149	0	11	13	23	47	0	1	0	1	2	367	1,301	
4:15 PM	0	3	133	8	144	0	15	142	4	161	0	11	3	16	30	1	2	0	0	3	338	1,345	
4:30 PM	0	1	146	4	151	0	14	116	3	133	0	21	9	16	46	0	2	6	1	9	339	1,365	
4:45 PM	0	1	146	11	158	0	16	141	6	163	0	15	8	14	37	0	2	2	3	7	365	1,409	
5:00 PM	0	6	152	7	165	0	10	139	1	150	0	13	6	24	43	0	0	3	3	6	364	1,406	
5:15 PM	0	3	137	6	146	0	20	122	3	145	0	16	2	18	36	0	1	2	0	3	330	1,398	
5:30 PM	0	2	143	3	148	0	10	151	3	164	0	19	2	13	34	0	2	2	2	6	352	1,411	
5:45 PM	0	4	123	7	134	0	11	109	5	125	0	13	8	11	32	0	1	0	4	5	296	1,342	
6:00 PM	0	3	121	11	135	0	15	147	5	167	0	15	2	12	29	0	0	3	2	5	336	1,314	
6:15 PM	0	2	150	9	161	0	19	139	3	161	0	14	7	3	24	0	1	2	2	5	351	1,335	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	12	578	27	617	0	56	553	13	622	0	63	18	69	150	0	5	9	8	22	1,411	0.97	
					3%					7%					5%						14%		



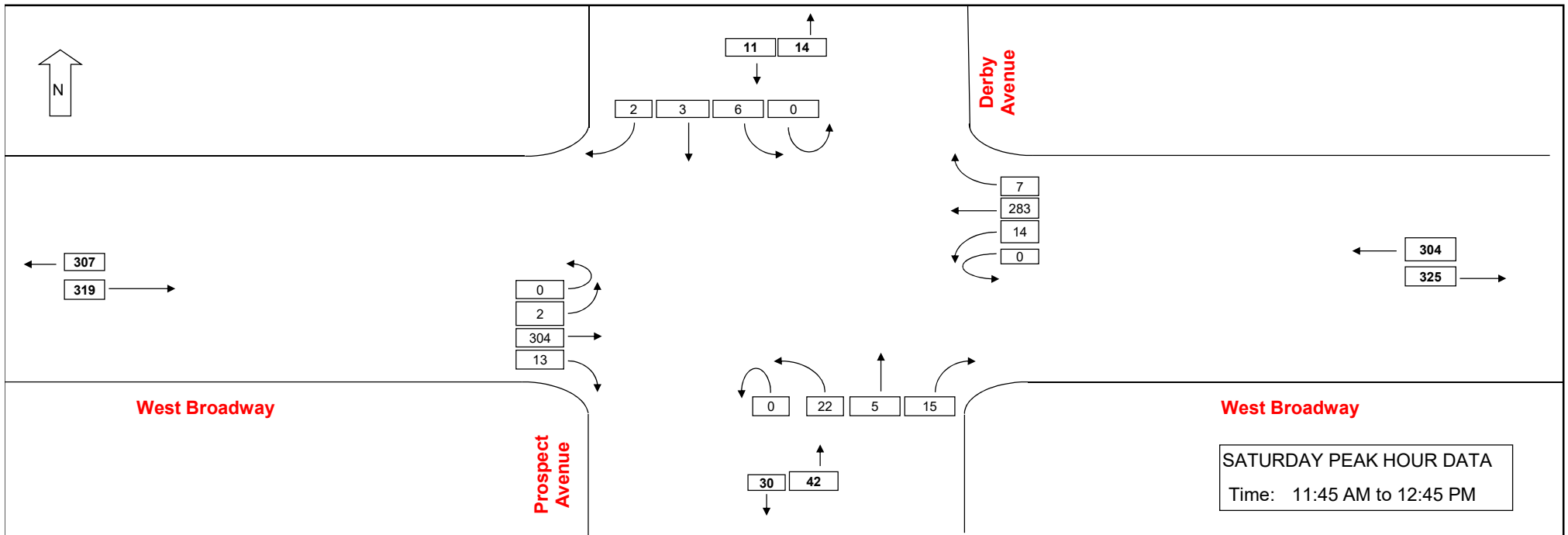
TRAFFIC VOLUME DATA

West Broadway at Prospect Avenue / Derby Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	0	84	5	89	0	4	40	1	45	0	3	0	1	4	0	1	0	0	1	139		
10:15 AM	0	1	70	3	74	0	3	48	1	52	0	6	1	2	9	0	2	0	0	2	137		
10:30 AM	0	1	85	3	89	0	1	45	3	49	0	1	1	4	6	0	0	0	0	0	144		
10:45 AM	0	0	65	5	70	0	2	47	2	51	0	5	2	0	7	0	0	0	0	0	128	548	
11:00 AM	0	0	74	4	78	0	3	47	2	52	0	5	0	1	6	0	1	1	0	2	138	547	
11:15 AM	0	1	78	7	86	0	4	67	1	72	0	4	0	2	6	0	2	1	0	3	167	577	
11:30 AM	0	1	77	5	83	0	3	67	0	70	0	2	0	4	6	0	2	1	0	3	162	595	
11:45 AM	0	0	56	2	58	0	6	77	3	86	0	3	1	5	9	0	1	0	1	2	155	622	
12:00 PM	0	0	70	5	75	0	2	73	1	76	0	3	4	4	11	0	3	0	0	3	165	649	
12:15 PM	0	1	101	3	105	0	1	71	2	74	0	10	0	0	10	0	0	2	1	3	192	674	
12:30 PM	0	1	77	3	81	0	5	62	1	68	0	6	0	6	12	0	2	1	0	3	164	676	
12:45 PM	0	0	82	4	86	0	1	50	1	52	0	9	1	1	11	0	1	0	1	2	151	672	
1:00 PM	0	0	65	4	69	0	3	62	2	67	0	3	0	0	3	0	0	0	0	0	139	646	
1:15 PM	0	1	80	2	83	0	1	56	1	58	0	4	2	2	8	0	0	0	0	0	149	603	
1:30 PM	0	0	70	2	72	0	1	64	1	66	0	7	0	0	7	0	0	0	1	1	146	585	
1:45 PM	0	1	65	9	75	0	1	52	1	54	0	5	1	2	8	0	0	0	0	0	137	571	
Peak Hour 11:45 AM to 12:45 PM PHF % HV	0	2	304	13	319	0	14	283	7	304	0	22	5	15	42	0	6	3	2	11	676	0.88	
					3%					3%					4%						0%		



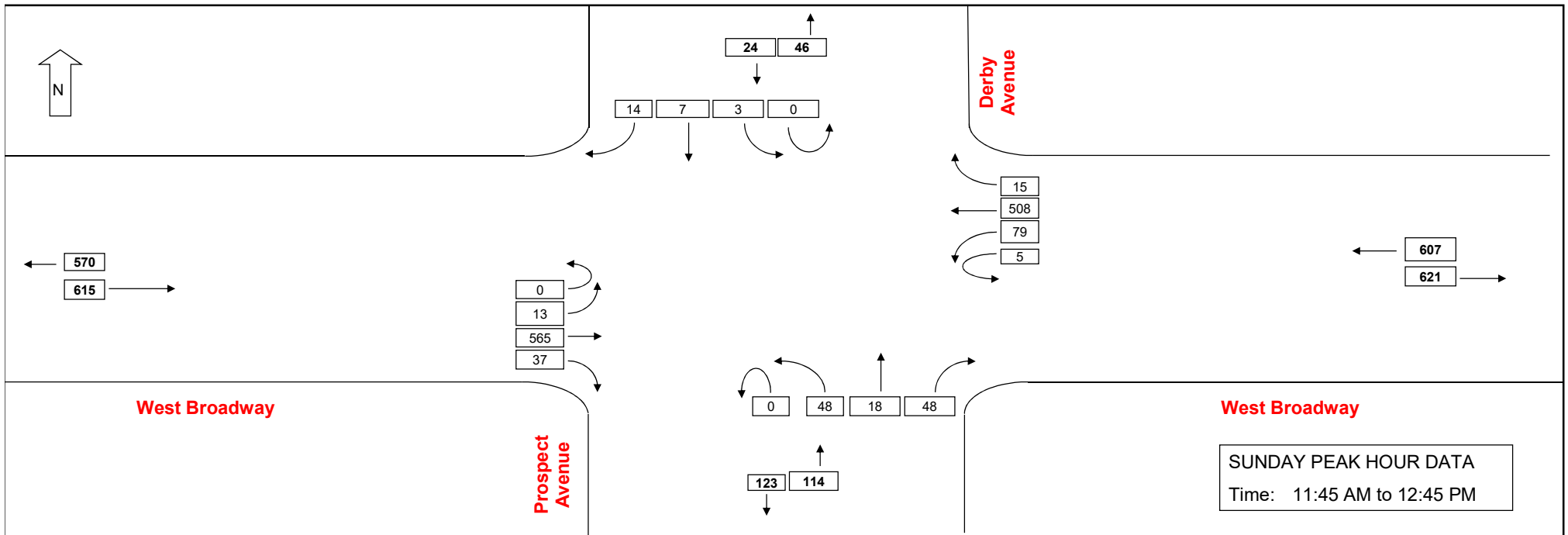
TRAFFIC VOLUME DATA

West Broadway at Prospect Avenue / Derby Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	3	106	12	121	0	14	108	4	126	0	6	6	15	27	0	1	0	3	4	278	
10:15 AM	0	1	130	7	138	0	15	119	7	141	0	16	5	8	29	0	4	0	2	6	314	
10:30 AM	0	1	109	7	117	0	13	114	6	133	0	11	1	11	23	0	0	2	1	3	276	
10:45 AM	0	3	132	10	145	0	16	99	3	118	0	6	6	7	19	0	2	2	1	5	287	1,155
11:00 AM	0	3	125	5	133	0	20	115	5	140	0	12	3	10	25	0	0	3	5	8	306	1,183
11:15 AM	0	4	135	9	148	0	10	104	4	118	0	7	2	5	14	0	2	0	1	3	283	1,152
11:30 AM	0	2	121	8	131	0	9	109	7	125	0	7	2	5	14	0	1	3	3	7	277	1,153
11:45 AM	0	3	135	3	141	0	25	124	1	150	0	8	4	12	24	0	1	1	1	3	318	1,184
12:00 PM	0	1	163	16	180	1	19	142	5	167	0	11	7	14	32	0	0	1	5	6	385	1,263
12:15 PM	0	5	124	11	140	1	19	136	5	161	0	16	2	12	30	0	0	2	2	4	335	1,315
12:30 PM	0	4	143	7	154	3	16	106	4	129	0	13	5	10	28	0	2	3	6	11	322	1,360
12:45 PM	0	9	121	13	143	0	19	118	8	145	0	6	3	9	18	0	1	1	3	5	311	1,353
1:00 PM	0	5	154	6	165	0	18	122	6	146	0	16	4	10	30	0	0	0	5	5	346	1,314
1:15 PM	0	10	147	4	161	0	10	115	7	132	0	8	2	4	14	0	2	4	5	11	318	1,297
1:30 PM	0	2	115	1	118	0	12	108	4	124	0	15	2	10	27	1	2	3	1	7	276	1,251
1:45 PM	0	3	157	7	167	0	7	117	7	131	0	10	4	7	21	0	0	1	0	1	320	1,260
Peak Hour 11:45 AM to 12:45 PM	0	13	565	37	615	5	79	508	15	607	0	48	18	48	114	0	3	7	14	24	1,360	
PHF										1%											0.88	
% HV																					0%	



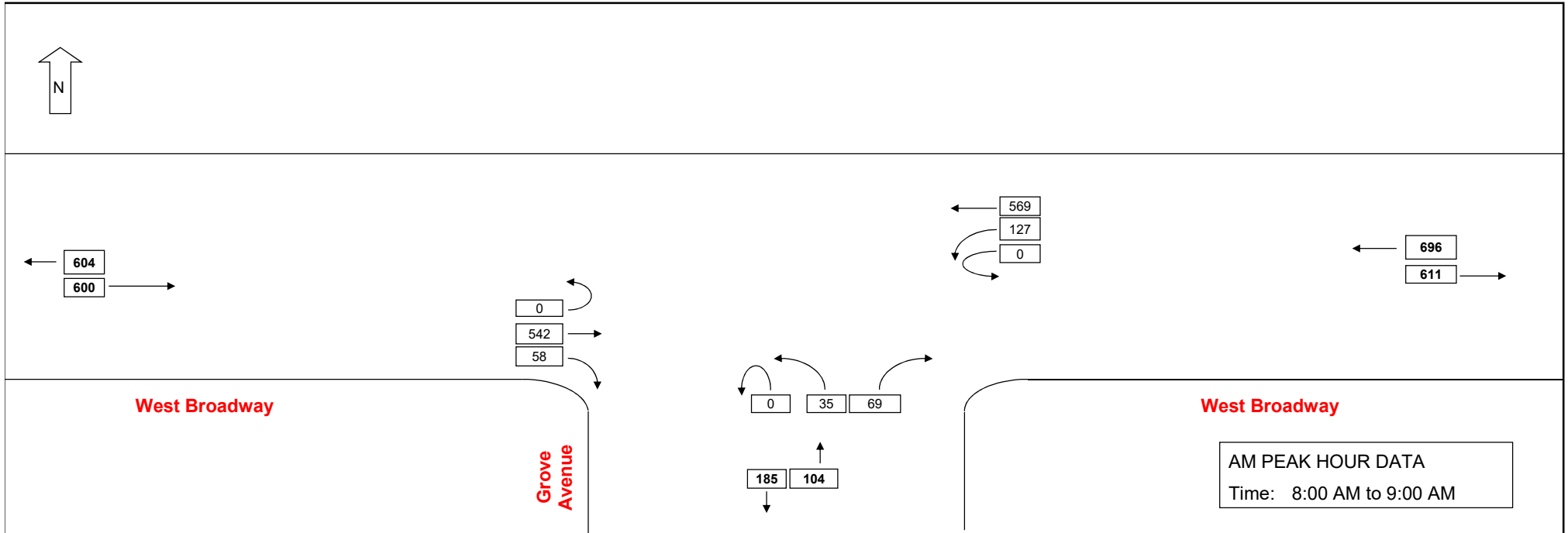
TRAFFIC VOLUME DATA

West Broadway at Grove Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0		100	5	105	0	5	91		96	0	4		13	17						218	
7:15 AM	0		103	8	111	0	17	85		102	0	8		11	19						232	
7:30 AM	0		112	10	122	0	22	105		127	0	6		14	20						269	
7:45 AM	0		121	17	138	0	26	119		145	0	10		18	28						311	1,030
8:00 AM	0		124	14	138	0	29	149		178	0	19		26	45						361	1,173
8:15 AM	0		138	15	153	0	33	141		174	0	7		14	21						348	1,289
8:30 AM	0		135	14	149	0	30	132		162	0	6		11	17						328	1,348
8:45 AM	0		145	15	160	0	35	147		182	0	3		18	21						363	1,400
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0		542	58	600	0	127	569		696	0	35		69	104						1,400	0.96



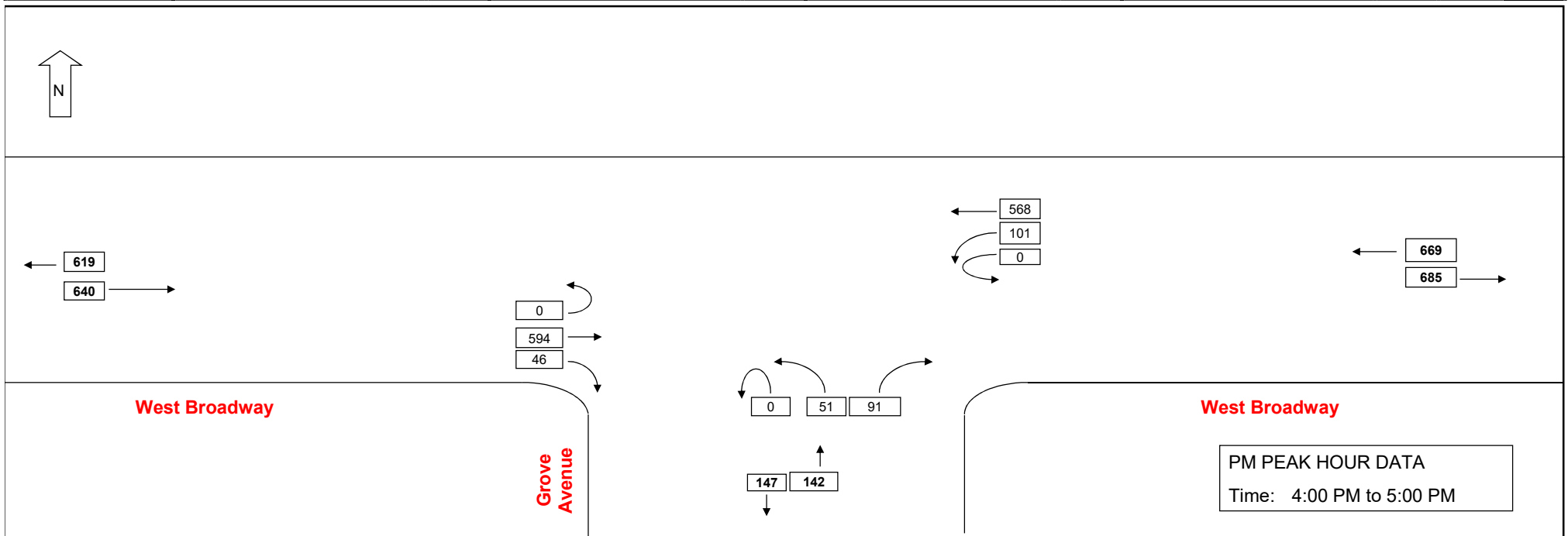
TRAFFIC VOLUME DATA

West Broadway at Grove Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0		146	9	155	0	17	117		134	0	11		19	30						319		
2:15 PM	0		135	8	143	0	9	124		133	0	9		11	20						296		
2:30 PM	0		117	11	128	0	10	113		123	0	12		24	36						287		
2:45 PM	0		137	16	153	0	10	105		115	0	14		15	29						297	1,199	
3:00 PM	0		130	9	139	0	10	124		134	0	14		20	34						307	1,187	
3:15 PM	0		126	14	140	0	19	122		141	0	13		16	29						310	1,201	
3:30 PM	0		151	14	165	0	18	121		139	0	9		12	21						325	1,239	
3:45 PM	0		148	12	160	0	17	136		153	0	8		17	25						338	1,280	
4:00 PM	0		155	12	167	0	22	147		169	0	14		32	46						382	1,355	
4:15 PM	0		140	11	151	0	25	141		166	0	9		19	28						345	1,390	
4:30 PM	0		152	10	162	0	23	125		148	0	16		24	40						350	1,415	
4:45 PM	0		147	13	160	0	31	155		186	0	12		16	28						374	1,451	
5:00 PM	0		157	15	172	0	20	141		161	0	11		28	39						372	1,441	
5:15 PM	0		145	16	161	0	15	137		152	0	12		13	25						338	1,434	
5:30 PM	0		143	11	154	0	19	160		179	0	12		21	33						366	1,450	
5:45 PM	0		135	10	145	0	20	120		140	0	12		19	31						316	1,392	
6:00 PM	0		137	16	153	0	21	156		177	0	7		20	27						357	1,377	
6:15 PM	0		156	17	173	0	14	149		163	0	4		13	17						353	1,392	
Peak Hour 4:00 PM to 5:00 PM PHF % HV	0		594	46	640	0	101	568		669	0	51		91	142						1,451	0.95	
					4%					8%				7%									



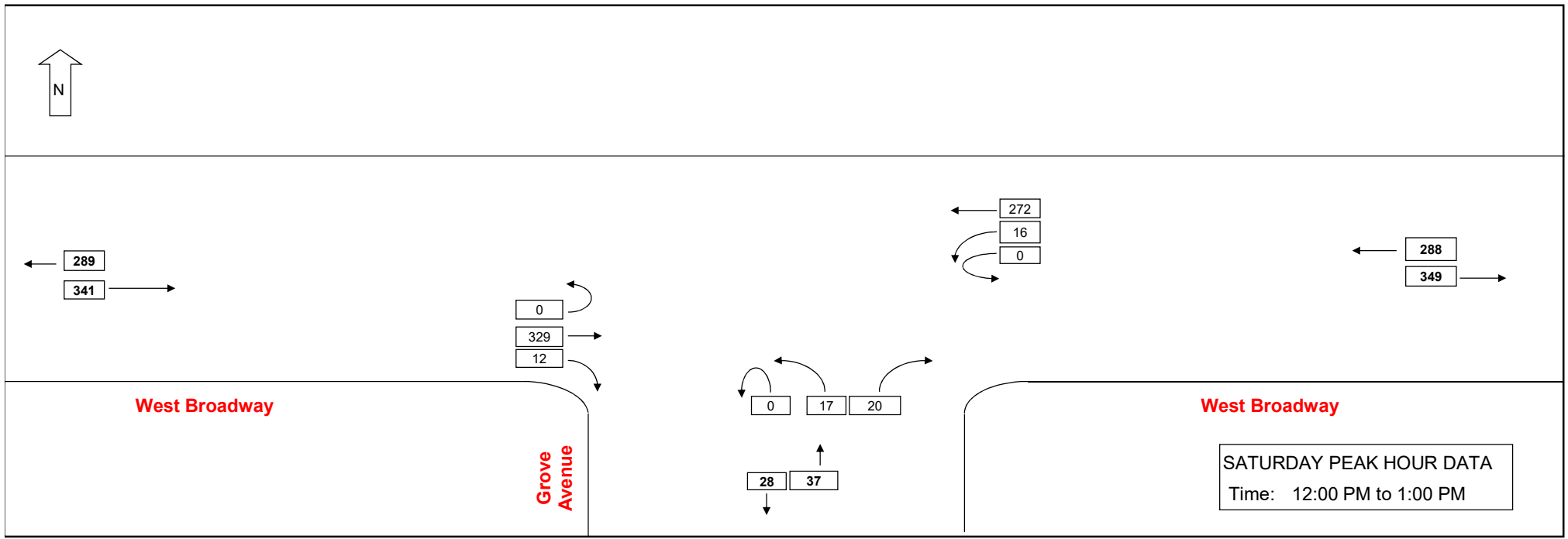
TRAFFIC VOLUME DATA

West Broadway at Grove Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0		87	5	92	0	5	43		48	0	4		2	6						146		
10:15 AM	0		75	6	81	0	3	51		54	0	3		2	5						140		
10:30 AM	0		84	4	88	0	3	45		48	0	4		2	6						142		
10:45 AM	0		69	2	71	0	3	49		52	0	4		2	6						129	557	
11:00 AM	0		75	3	78	0	4	49		53	0	1		8	9						140	551	
11:15 AM	0		83	1	84	0	0	73		73	0	2		7	9						166	577	
11:30 AM	0		77	1	78	0	3	65		68	0	4		4	8						154	589	
11:45 AM	0		54	3	57	0	4	77		81	0	5		4	9						147	607	
12:00 PM	0		72	5	77	0	3	75		78	0	3		3	6						161	628	
12:15 PM	0		101	1	102	0	2	79		81	0	7		3	10						193	655	
12:30 PM	0		75	3	78	0	8	60		68	0	5		7	12						158	659	
12:45 PM	0		81	3	84	0	3	58		61	0	2		7	9						154	666	
1:00 PM	0		66	2	68	0	2	62		64	0	3		5	8						140	645	
1:15 PM	0		76	7	83	0	1	59		60	0	5		4	9						152	604	
1:30 PM	0		73	1	74	0	5	71		76	0	3		4	7						157	603	
1:45 PM	0		74	3	77	0	2	56		58	1	3		3	7						142	591	
Peak Hour 12:00 PM to 1:00 PM	0		329	12	341	0	16	272		288	0	17		20	37						666		
PHF					3%					4%					2%							0.86	



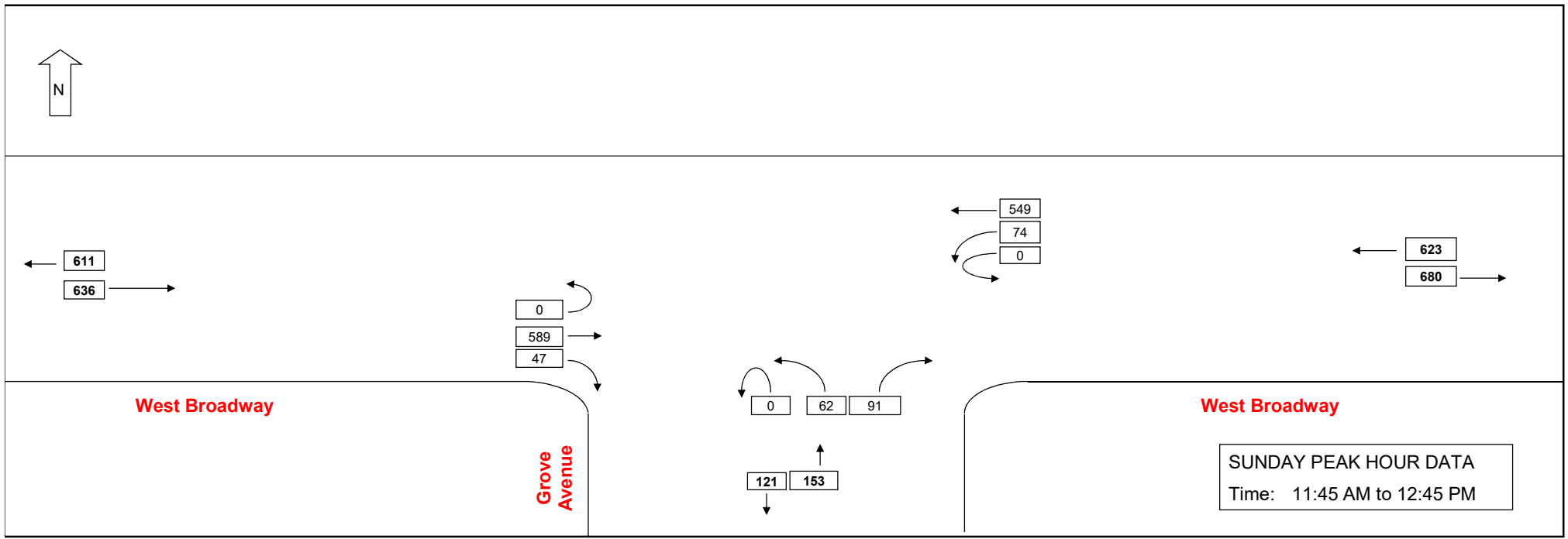
TRAFFIC VOLUME DATA

**West Broadway at Grove Avenue
Woodmere, NY**



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0		113	10	123	0	19	114		133	0	7		20	27						283		
10:15 AM	0		130	9	139	0	13	130		143	0	7		17	24						306		
10:30 AM	0		101	10	111	0	21	115		136	0	6		20	26						273		
10:45 AM	0		133	14	147	0	23	94		117	0	11		28	39						303	1,165	
11:00 AM	0		121	12	133	0	17	122		139	0	15		19	34						306	1,188	
11:15 AM	0		134	12	146	0	23	98		121	0	10		20	30						297	1,179	
11:30 AM	0		123	8	131	0	22	107		129	0	10		16	26						286	1,192	
11:45 AM	0		150	12	162	0	22	131		153	0	15		19	34						349	1,238	
12:00 PM	0		162	6	168	0	17	151		168	0	17		31	48						384	1,316	
12:15 PM	0		131	13	144	0	21	143		164	0	9		25	34						342	1,361	
12:30 PM	0		146	16	162	0	14	124		138	0	21		16	37						337	1,412	
12:45 PM	0		129	5	134	0	19	125		144	0	9		27	36						314	1,377	
1:00 PM	0		142	12	154	0	10	139		149	0	12		28	40						343	1,336	
1:15 PM	0		157	14	171	0	9	121		130	0	18		15	33						334	1,328	
1:30 PM	0		125	5	130	0	16	116		132	0	9		18	27						289	1,280	
1:45 PM	0		161	8	169	0	18	111		129	0	8		14	22						320	1,286	
Peak Hour 11:45 AM to 12:45 PM	0		589	47	636	0	74	549		623	0	62		91	153						1,412		
PHF					1%					1%					0%							0.92	



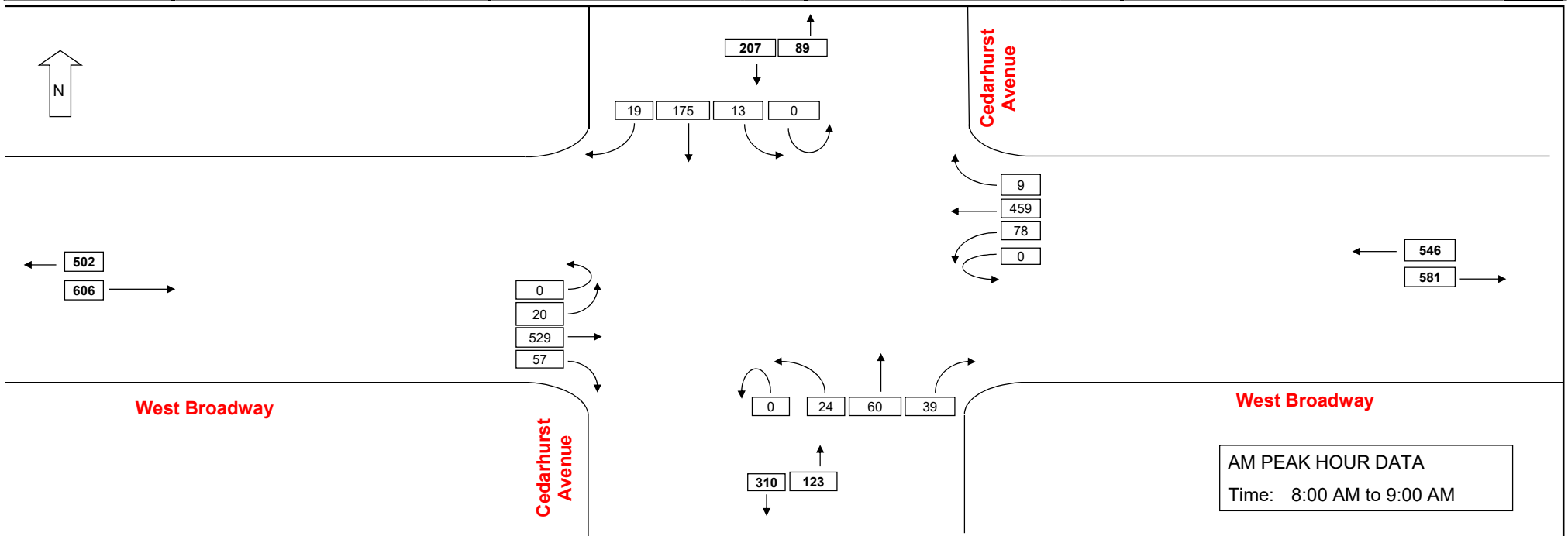
TRAFFIC VOLUME DATA

**West Broadway at Cedarhurst Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	3	108	4	115	0	8	88	6	102	0	9	9	0	18	0	1	15	0	16	251	
7:15 AM	0	5	95	5	105	0	11	87	1	99	0	3	16	2	21	0	3	10	4	17	242	
7:30 AM	0	2	113	4	119	0	10	98	1	109	0	6	11	6	23	0	1	17	2	20	271	
7:45 AM	0	7	131	10	148	0	15	101	5	121	0	8	16	7	31	0	5	26	8	39	339	1,103
8:00 AM	0	8	130	17	155	0	24	106	2	132	0	7	17	16	40	0	3	54	6	63	390	1,242
8:15 AM	0	4	124	14	142	0	17	119	1	137	0	6	16	5	27	0	1	37	4	42	348	1,348
8:30 AM	0	3	128	14	145	0	19	116	4	139	0	4	11	8	23	0	3	40	7	50	357	1,434
8:45 AM	0	5	147	12	164	0	18	118	2	138	0	7	16	10	33	0	6	44	2	52	387	1,482
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	20	529	57	606	0	78	459	9	546	0	24	60	39	123	0	13	175	19	207	1,482	0.95



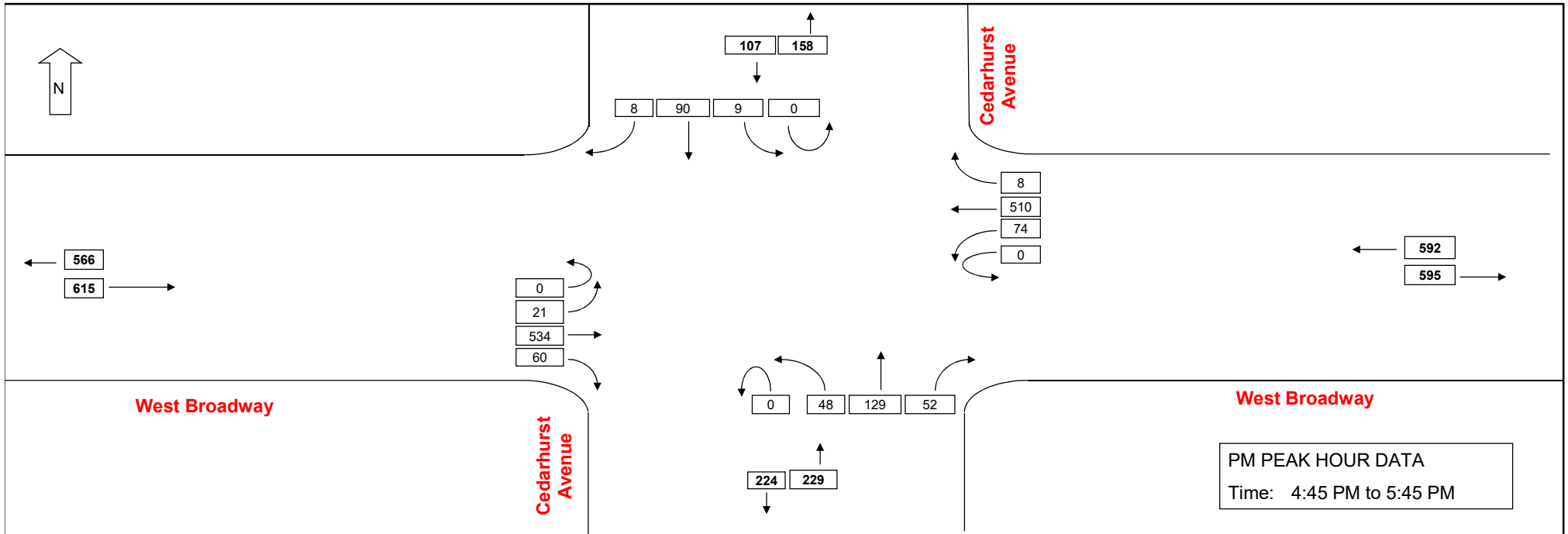
TRAFFIC VOLUME DATA

West Broadway at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	4	125	11	140	0	13	87	0	100	0	17	21	16	54	0	2	22	3	27	321		
2:15 PM	0	5	130	17	152	0	17	102	1	120	0	14	19	11	44	0	0	20	4	24	340		
2:30 PM	0	6	113	16	135	0	13	110	4	127	0	13	21	6	40	0	1	24	3	28	330		
2:45 PM	0	1	142	21	164	0	14	73	2	89	0	9	21	11	41	0	1	22	3	26	320	1,311	
3:00 PM	0	7	118	18	143	0	19	103	5	127	0	9	20	14	43	0	1	10	2	13	326	1,316	
3:15 PM	0	1	133	18	152	0	16	113	1	130	0	10	21	7	38	0	1	31	2	34	354	1,330	
3:30 PM	0	2	144	20	166	0	23	89	4	116	0	9	19	11	39	0	4	23	5	32	353	1,353	
3:45 PM	0	4	132	14	150	0	18	119	3	140	0	9	23	15	47	0	3	21	3	27	364	1,397	
4:00 PM	0	4	137	16	157	0	22	119	2	143	0	16	26	11	53	0	0	26	7	33	386	1,457	
4:15 PM	0	2	151	18	171	0	15	117	3	135	0	11	23	12	46	0	3	27	2	32	384	1,487	
4:30 PM	0	4	144	9	157	0	14	103	0	117	0	14	30	17	61	0	2	18	2	22	357	1,491	
4:45 PM	0	5	143	14	162	0	29	134	4	167	0	11	28	10	49	0	1	24	3	28	406	1,533	
5:00 PM	0	6	127	14	147	0	10	117	0	127	0	11	34	16	61	0	2	22	0	24	359	1,506	
5:15 PM	0	3	131	14	148	0	25	111	2	138	0	13	37	11	61	0	4	21	3	28	375	1,497	
5:30 PM	0	7	133	18	158	0	10	148	2	160	0	13	30	15	58	0	2	23	2	27	403	1,543	
5:45 PM	0	6	121	11	138	0	26	75	5	106	0	17	18	8	43	0	3	24	5	32	319	1,456	
6:00 PM	0	0	124	13	137	0	14	131	4	149	0	8	34	12	54	0	3	21	5	29	369	1,466	
6:15 PM	0	0	145	15	160	0	16	126	2	144	0	12	19	11	42	0	1	27	5	33	379	1,470	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	21	534	60	615	0	74	510	8	592	0	48	129	52	229	0	9	90	8	107	1,543	0.95	
					3%					8%					3%						7%		



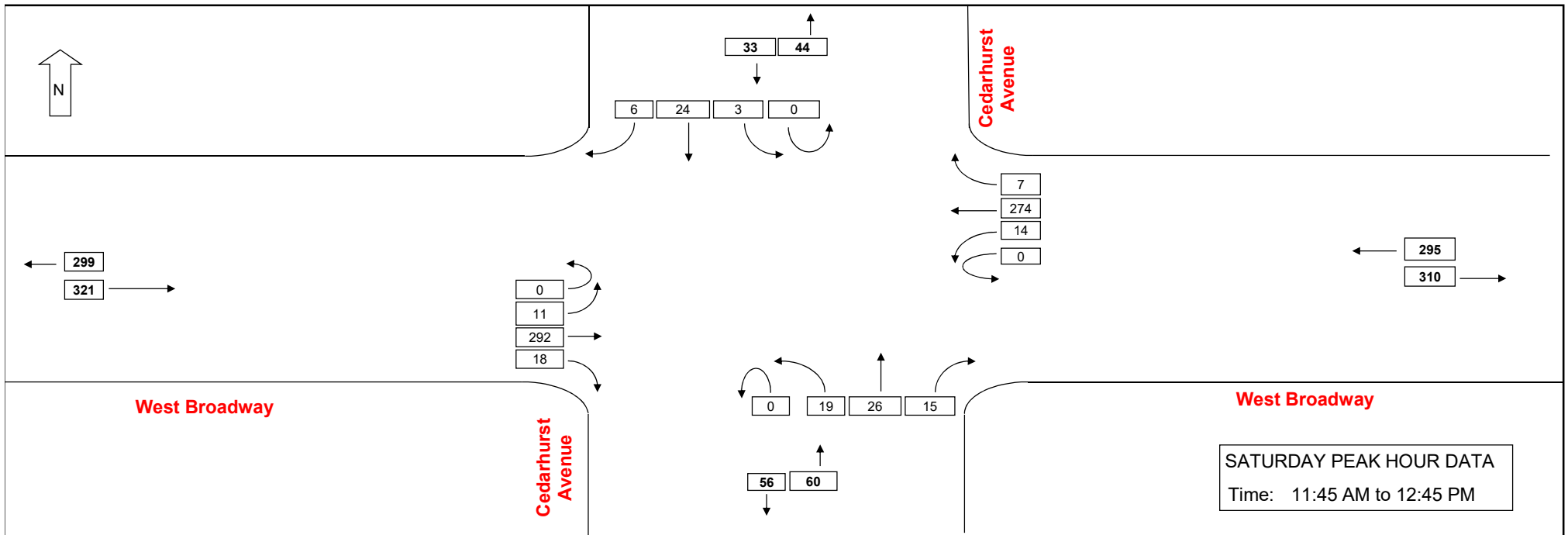
TRAFFIC VOLUME DATA

West Broadway at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	1	81	7	89	0	4	44	0	48	0	3	5	2	10	0	1	1	0	2	149	
10:15 AM	0	1	70	3	74	0	3	49	0	52	0	4	7	5	16	0	2	8	1	11	153	
10:30 AM	0	2	69	10	81	0	0	46	1	47	0	1	3	5	9	0	2	5	0	7	144	
10:45 AM	0	2	68	4	74	0	1	53	0	54	0	2	6	1	9	0	3	4	1	8	145	591
11:00 AM	0	3	66	7	76	0	7	39	0	46	0	10	11	4	25	0	0	2	1	3	150	592
11:15 AM	0	0	84	7	91	0	2	66	2	70	0	6	6	6	18	0	0	5	0	5	184	623
11:30 AM	0	1	68	0	69	0	2	63	0	65	0	2	6	2	10	0	1	2	3	6	150	629
11:45 AM	0	0	57	5	62	0	7	71	4	82	0	5	5	1	11	0	0	7	1	8	163	647
12:00 PM	0	3	81	5	89	0	3	69	0	72	0	3	4	3	10	0	2	6	2	10	181	678
12:15 PM	0	5	82	1	88	0	2	78	1	81	0	3	7	6	16	0	0	8	2	10	195	689
12:30 PM	0	3	72	7	82	0	2	56	2	60	0	8	10	5	23	0	1	3	1	5	170	709
12:45 PM	0	0	81	4	85	0	6	52	1	59	0	0	4	5	9	0	0	5	1	6	159	705
1:00 PM	0	4	65	5	74	0	1	56	0	57	0	3	8	2	13	0	1	11	0	12	156	680
1:15 PM	0	0	75	6	81	0	1	63	1	65	0	9	8	3	20	0	1	5	1	7	173	658
1:30 PM	0	0	70	6	76	0	4	64	0	68	0	2	10	2	14	0	0	6	2	8	166	654
1:45 PM	0	0	76	2	78	0	6	48	0	54	0	3	4	1	8	0	1	3	1	5	145	640
Peak Hour 11:45 AM to 12:45 PM	0	11	292	18	321	0	14	274	7	295	0	19	26	15	60	0	3	24	6	33	709	
PHF					3%					4%					5%					1%	0.91	
% HV																						



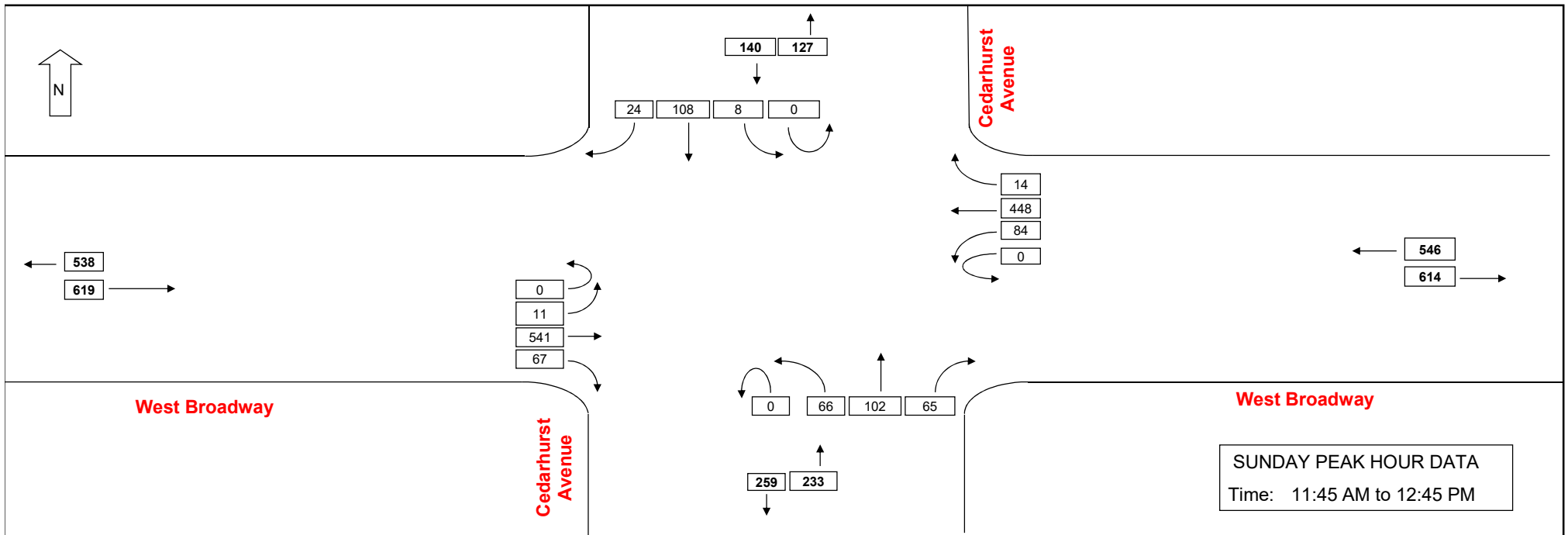
TRAFFIC VOLUME DATA

West Broadway at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	3	107	13	123	0	17	98	4	119	0	6	18	13	37	0	1	16	4	21	300	
10:15 AM	0	4	128	13	145	0	27	107	1	135	0	7	8	3	18	0	1	21	3	25	323	
10:30 AM	0	1	92	15	108	0	16	93	4	113	0	9	15	5	29	0	1	24	3	28	278	
10:45 AM	0	5	119	22	146	0	17	84	3	104	0	13	20	13	46	0	3	21	1	25	321	1,222
11:00 AM	0	1	110	14	125	0	19	107	5	131	0	17	22	12	51	0	1	32	1	34	341	1,263
11:15 AM	0	4	131	9	144	0	21	94	2	117	0	15	18	8	41	0	0	31	0	31	333	1,273
11:30 AM	0	5	111	23	139	0	10	90	1	101	0	6	22	11	39	0	0	35	5	40	319	1,314
11:45 AM	0	2	140	27	169	0	15	119	6	140	0	16	12	21	49	0	1	31	7	39	397	1,390
12:00 PM	0	5	140	13	158	0	29	113	2	144	0	13	35	19	67	0	3	42	5	50	419	1,468
12:15 PM	0	2	123	15	140	0	23	109	3	135	0	20	32	9	61	0	1	17	8	26	362	1,497
12:30 PM	0	2	138	12	152	0	17	107	3	127	0	17	23	16	56	0	3	18	4	25	360	1,538
12:45 PM	0	6	123	19	148	0	26	106	2	134	0	16	18	19	53	0	1	31	3	35	370	1,511
1:00 PM	0	5	137	18	160	0	26	118	3	147	0	24	31	22	77	0	1	28	4	33	417	1,509
1:15 PM	0	7	137	16	160	0	17	113	4	134	0	10	28	13	51	0	0	31	1	32	377	1,524
1:30 PM	0	10	134	14	158	0	16	104	6	126	0	16	29	17	62	0	0	24	1	25	371	1,535
1:45 PM	0	15	138	11	164	0	22	93	2	117	0	10	30	15	55	0	3	25	3	31	367	1,532
Peak Hour 11:45 AM to 12:45 PM	0	11	541	67	619	0	84	448	14	546	0	66	102	65	233	0	8	108	24	140	1,538	
PHF																						0.92
% HV					1%					1%					1%						0%	



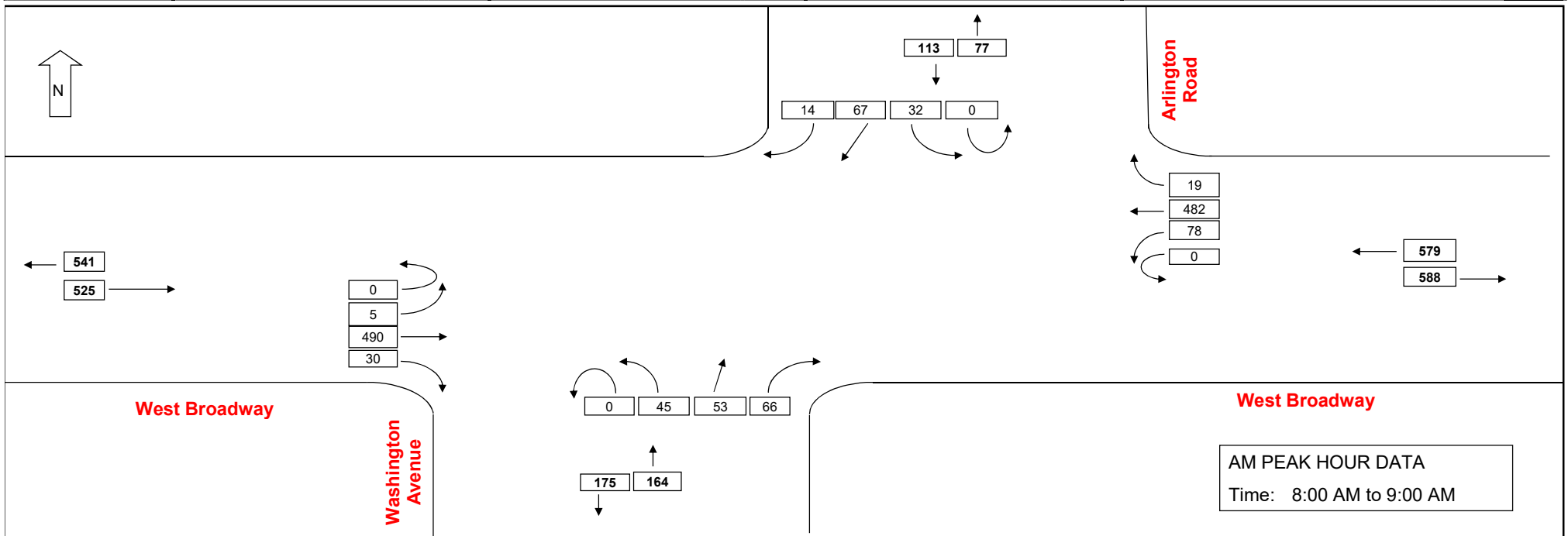
TRAFFIC VOLUME DATA

**West Broadway at Washington Avenue / Arlington Road
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	1	103	4	108	0	4	95	1	100	0	13	4	12	29	0	0	5	0	5	242	
7:15 AM	0	2	92	5	99	0	8	86	2	96	0	3	5	10	18	0	3	8	2	13	226	
7:30 AM	0	0	112	9	121	0	19	101	2	122	0	10	8	7	25	0	1	4	3	8	276	
7:45 AM	0	0	125	7	132	0	26	91	5	122	0	12	12	14	38	0	3	22	1	26	318	1,062
8:00 AM	0	4	118	5	127	0	16	112	2	130	0	10	13	14	37	0	9	17	2	28	322	1,142
8:15 AM	0	1	115	5	121	0	20	130	5	155	0	13	12	18	43	0	6	21	6	33	352	1,268
8:30 AM	0	0	125	11	136	0	23	116	9	148	0	11	13	9	33	0	8	8	3	19	336	1,328
8:45 AM	0	0	132	9	141	0	19	124	3	146	0	11	15	25	51	0	9	21	3	33	371	1,381
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	5	490	30	525	0	78	482	19	579	0	45	53	66	164	0	32	67	14	113	1,381	0.93



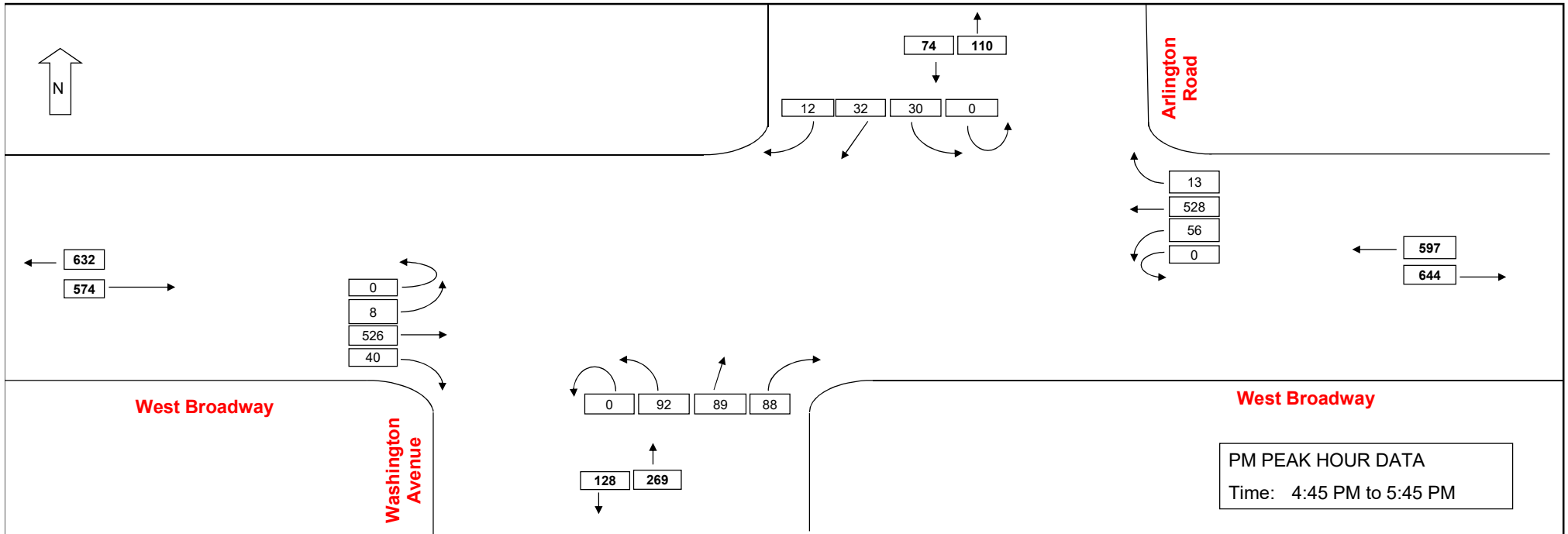
TRAFFIC VOLUME DATA

West Broadway at Washington Avenue / Arlington Road
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	3	128	9	140	0	14	104	2	120	0	24	13	22	59	0	4	7	0	11	330		
2:15 PM	0	2	138	13	153	0	8	104	4	116	0	8	7	15	30	0	2	8	8	18	317		
2:30 PM	0	3	117	7	127	0	13	117	4	134	0	15	13	19	47	0	11	8	6	25	333		
2:45 PM	0	1	127	10	138	0	15	74	3	92	0	23	24	20	67	0	17	3	5	25	322	1,302	
3:00 PM	0	2	116	13	131	0	18	104	3	125	0	19	14	22	55	0	7	7	5	19	330	1,302	
3:15 PM	0	3	131	9	143	0	10	100	6	116	0	15	9	27	51	0	9	8	2	19	329	1,314	
3:30 PM	0	1	150	13	164	0	13	107	5	125	0	12	15	11	38	0	10	9	3	22	349	1,330	
3:45 PM	0	0	123	7	130	0	20	116	4	140	0	28	27	22	77	0	3	10	3	16	363	1,371	
4:00 PM	0	4	138	15	157	0	13	133	2	148	0	12	34	23	69	0	10	7	1	18	392	1,433	
4:15 PM	0	2	141	10	153	0	11	131	0	142	0	23	19	25	67	0	13	8	3	24	386	1,490	
4:30 PM	0	2	125	10	137	0	10	107	2	119	0	19	20	23	62	0	7	2	2	11	329	1,470	
4:45 PM	0	2	137	14	153	0	14	133	3	150	0	22	21	20	63	0	6	11	4	21	387	1,494	
5:00 PM	0	0	123	8	131	0	14	119	5	138	0	29	27	32	88	0	8	3	5	16	373	1,475	
5:15 PM	0	5	129	13	147	0	15	126	3	144	0	16	23	15	54	0	8	10	3	21	366	1,455	
5:30 PM	0	1	137	5	143	0	13	150	2	165	0	25	18	21	64	0	8	8	0	16	388	1,514	
5:45 PM	0	0	110	12	122	0	14	94	8	116	0	14	13	21	48	0	6	5	5	16	302	1,429	
6:00 PM	0	1	128	12	141	0	12	120	8	140	0	11	12	19	42	0	5	7	1	13	336	1,392	
6:15 PM	0	1	133	10	144	0	17	121	4	142	0	12	24	21	57	0	7	8	4	19	362	1,388	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	8	526	40	574	0	56	528	13	597	0	92	89	88	269	0	30	32	12	74	1,514	0.98	
					2%					8%					2%						10%		



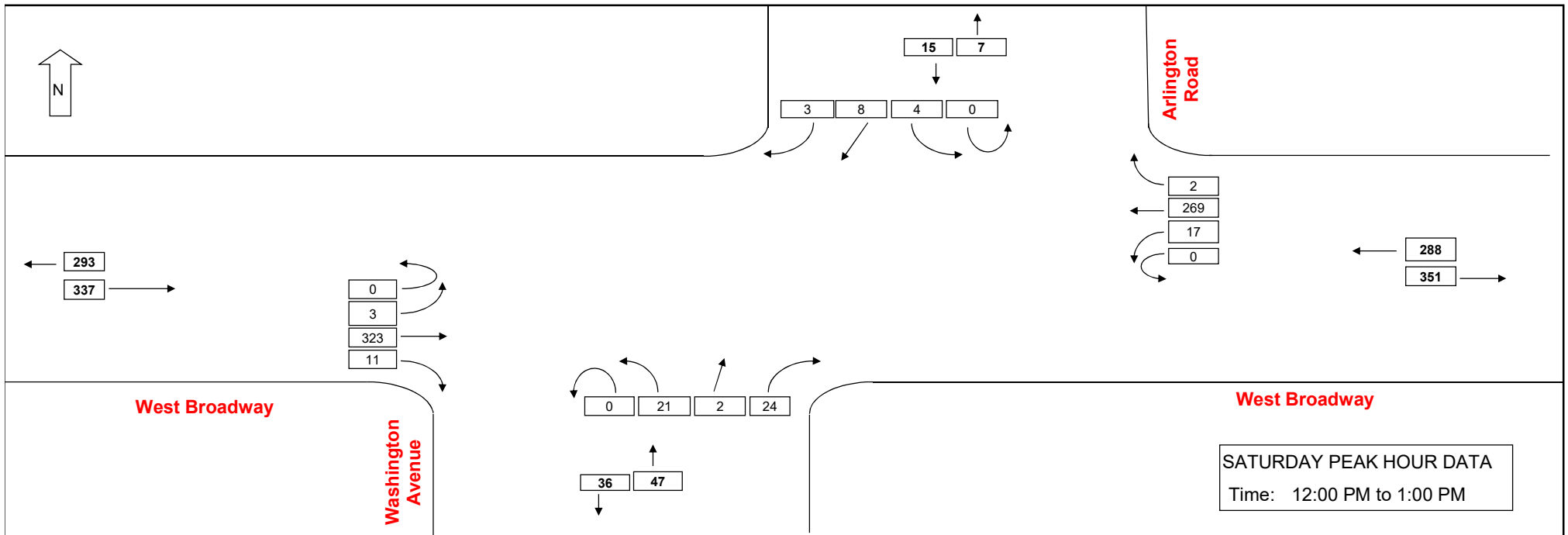
TRAFFIC VOLUME DATA

West Broadway at Washington Avenue / Arlington Road
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	1	81	6	88	0	4	45	0	49	0	7	0	7	14	0	3	1	2	6	157	
10:15 AM	0	1	74	3	78	0	1	56	1	58	0	7	0	4	11	0	0	0	2	2	149	
10:30 AM	0	0	73	3	76	0	1	49	1	51	0	7	3	6	16	0	0	0	0	0	143	
10:45 AM	0	0	67	4	71	0	2	55	0	57	0	9	2	4	15	0	2	1	0	3	146	595
11:00 AM	0	1	68	7	76	0	3	46	0	49	0	4	3	9	16	0	2	0	0	2	143	581
11:15 AM	0	1	89	2	92	0	4	67	0	71	0	5	2	1	8	0	2	0	0	2	173	605
11:30 AM	0	0	57	6	63	0	0	60	1	61	0	3	2	6	11	0	0	0	0	0	135	597
11:45 AM	0	1	60	5	66	0	1	73	1	75	0	6	4	5	15	0	1	0	0	1	157	608
12:00 PM	0	1	90	4	95	0	3	72	1	76	0	6	0	3	9	0	2	3	0	5	185	650
12:15 PM	0	2	77	2	81	0	7	80	1	88	0	4	1	11	16	0	1	1	1	3	188	665
12:30 PM	0	0	76	0	76	0	4	64	0	68	0	3	0	4	7	0	0	2	0	2	153	683
12:45 PM	0	0	80	5	85	0	3	53	0	56	0	8	1	6	15	0	1	2	2	5	161	687
1:00 PM	0	3	75	2	80	0	2	56	1	59	0	4	0	5	9	0	1	1	2	4	152	654
1:15 PM	0	2	73	2	77	0	2	71	0	73	0	5	1	4	10	0	3	2	1	6	166	632
1:30 PM	0	2	75	5	82	0	5	62	0	67	0	6	0	4	10	0	0	2	3	5	164	643
1:45 PM	0	1	82	4	87	0	3	54	1	58	0	6	1	3	10	0	0	1	1	2	157	639
Peak Hour 12:00 PM to 1:00 PM	0	3	323	11	337	0	17	269	2	288	0	21	2	24	47	0	4	8	3	15	687	
PHF																					0.91	
% HV					3%					4%					2%						6%	



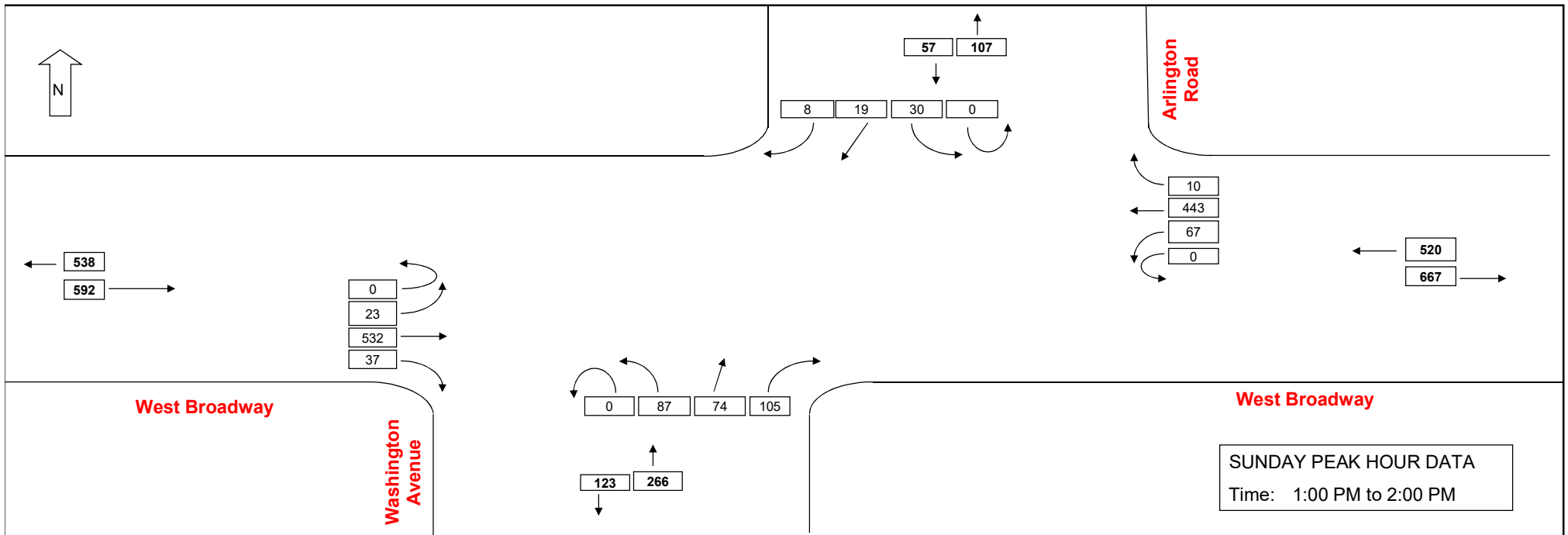
TRAFFIC VOLUME DATA

West Broadway at Washington Avenue / Arlington Road
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	1	108	10	119	0	14	98	3	115	0	23	10	12	45	0	8	8	3	19	298	
10:15 AM	0	2	135	9	146	0	13	101	1	115	0	16	14	17	47	0	6	7	3	16	324	
10:30 AM	0	1	93	11	105	0	14	91	5	110	0	18	11	12	41	0	5	11	1	17	273	
10:45 AM	0	3	126	11	140	0	12	95	2	109	0	15	25	16	56	0	4	7	1	12	317	1,212
11:00 AM	0	1	121	10	132	0	9	115	1	125	0	18	8	22	48	0	2	4	1	7	312	1,226
11:15 AM	0	4	119	13	136	0	10	104	2	116	0	22	15	16	53	0	7	6	2	15	320	1,222
11:30 AM	0	0	123	18	141	0	16	81	4	101	0	16	15	20	51	0	8	5	6	19	312	1,261
11:45 AM	0	3	142	10	155	0	14	128	2	144	0	22	11	21	54	0	4	6	2	12	365	1,309
12:00 PM	0	2	149	11	162	0	18	106	6	130	0	21	16	22	59	0	4	4	0	8	359	1,356
12:15 PM	0	1	116	16	133	0	14	127	2	143	0	15	14	22	51	0	6	4	1	11	338	1,374
12:30 PM	0	0	126	9	135	0	13	102	11	126	0	14	28	16	58	0	12	5	3	20	339	1,401
12:45 PM	0	3	129	9	141	0	18	108	4	130	0	20	15	20	55	0	5	5	4	14	340	1,376
1:00 PM	0	0	132	9	141	0	20	121	3	144	0	20	18	27	65	0	7	5	1	13	363	1,380
1:15 PM	0	5	136	11	152	0	22	121	0	143	0	23	19	19	61	0	10	6	4	20	376	1,418
1:30 PM	0	5	132	11	148	0	11	96	3	110	0	20	16	31	67	0	6	5	2	13	338	1,417
1:45 PM	0	13	132	6	151	0	14	105	4	123	0	24	21	28	73	0	7	3	1	11	358	1,435
Peak Hour 1:00 PM to 2:00 PM PHF % HV	0	23	532	37	592	0	67	443	10	520	0	87	74	105	266	0	30	19	8	57	1,435	0.95
					1%					1%				1%						0%		



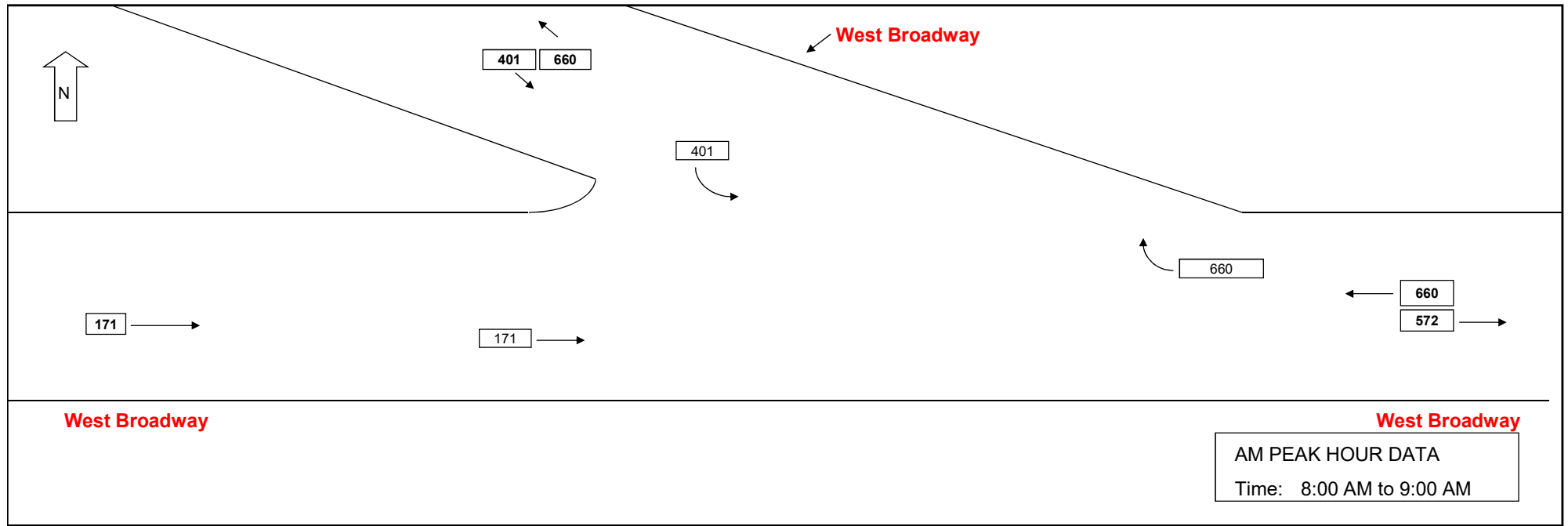
TRAFFIC VOLUME DATA

**West Broadway at West Broadway
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southeastbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Slight Right	Total	Left	Thru	Right	Total	Slight Left	Thru	Right	Total		
7:00 AM			47		47				109	109					76			76	232	
7:15 AM			59		59				91	91					95			95	245	
7:30 AM			66		66				146	146					112			112	324	
7:45 AM			70		70				110	110					130			130	310	1,111
8:00 AM			40		40				151	151					87			87	278	1,157
8:15 AM			43		43				161	161					101			101	305	1,217
8:30 AM			38		38				187	187					85			85	310	1,203
8:45 AM			50		50				161	161					128			128	339	1,232
Peak Hour 8:00 AM to 9:00 AM PHF % HV			171		171				660	660					401			401	1,232	0.91
					13%					7%								6%		



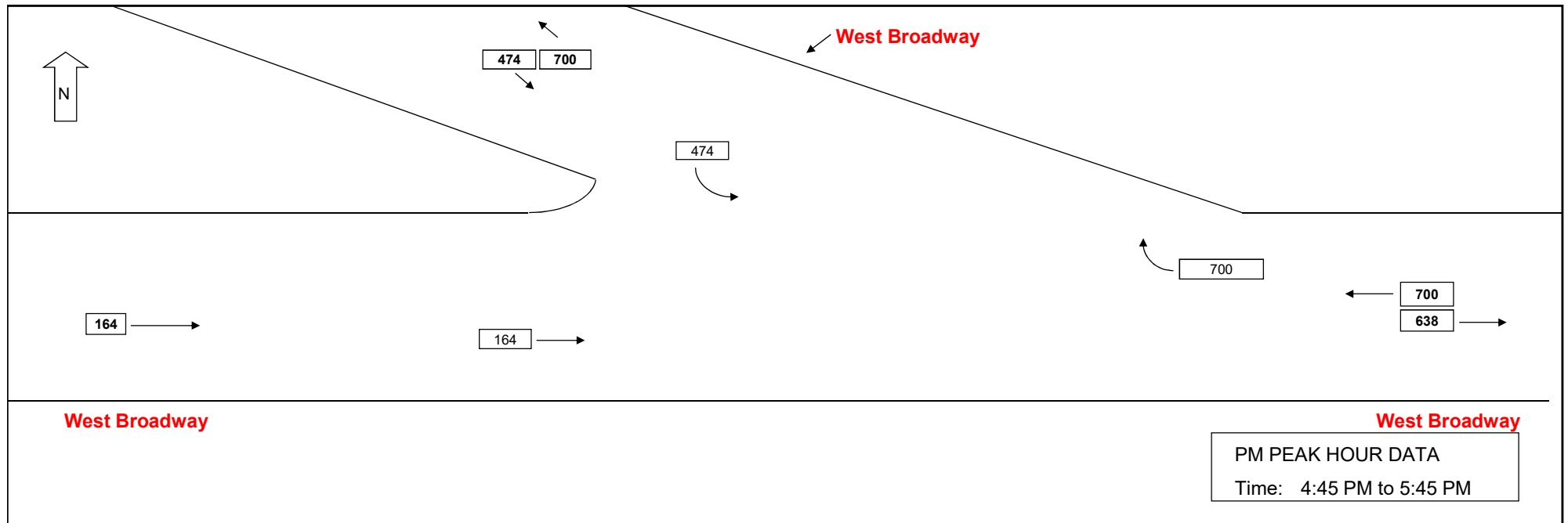
TRAFFIC VOLUME DATA

West Broadway at West Broadway
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound				Southeastbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Slight Right	Total	Left	Thru	Right	Total	Slight Left	Thru	Right	Total		
2:00 PM			34		34				111	111					110			110	255	
2:15 PM			41		41				121	121					119			119	281	
2:30 PM			42		42				137	137					114			114	293	
2:45 PM			45		45				163	163					108			108	316	1,145
3:00 PM			28		28				123	123					129			129	280	1,170
3:15 PM			30		30				134	134					143			143	307	1,196
3:30 PM			42		42				118	118					114			114	274	1,177
3:45 PM			30		30				160	160					116			116	306	1,167
4:00 PM			50		50				169	169					124			124	343	1,230
4:15 PM			45		45				169	169					118			118	332	1,255
4:30 PM			50		50				135	135					132			132	317	1,298
4:45 PM			40		40				182	182					121			121	343	1,335
5:00 PM			41		41				172	172					135			135	348	1,340
5:15 PM			44		44				179	179					104			104	327	1,335
5:30 PM			39		39				167	167					114			114	320	1,338
5:45 PM			42		42				132	132					111			111	285	1,280
6:00 PM			39		39				144	144					120			120	303	1,235
6:15 PM			33		33				147	147					124			124	304	1,212
Peak Hour 4:45 PM to 5:45 PM			164		164				700	700				474			474	1,338	0.96	
PHF % HV					5%					9%					2%					



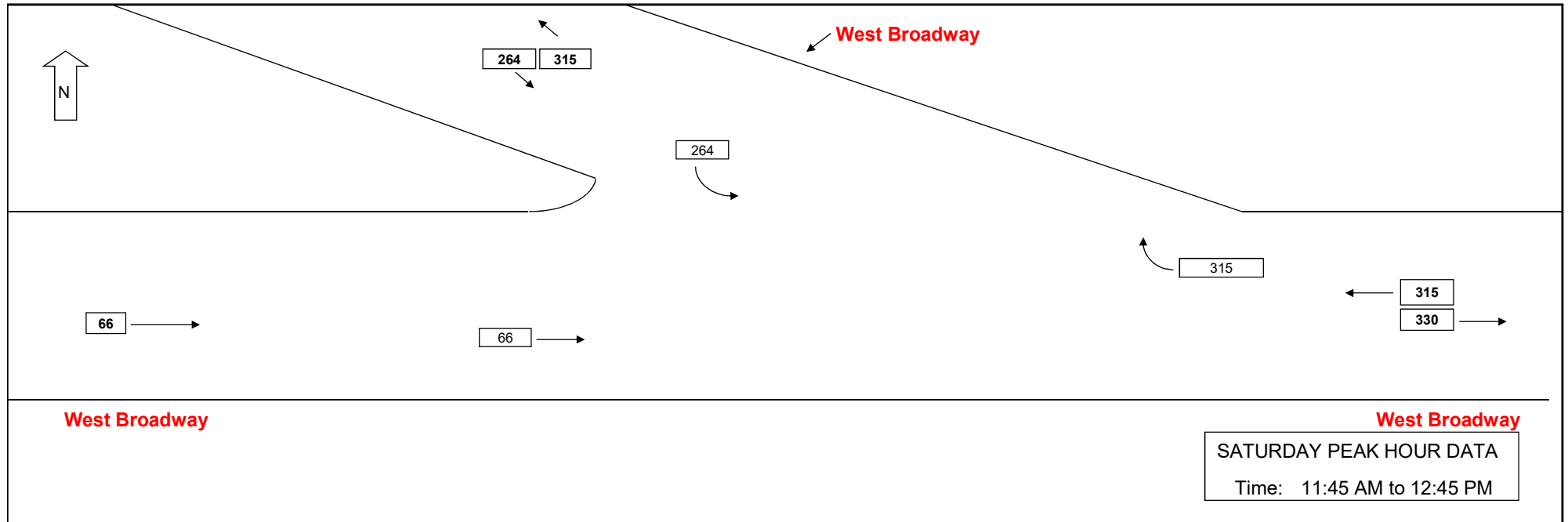
TRAFFIC VOLUME DATA

West Broadway at West Broadway
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound				Southeastbound				TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Slight Right	Total	Left	Thru	Right	Total	Slight Left	Thru	Right	Total		
10:00 AM			18		18				50	50					66			66	134	
10:15 AM			19		19				70	70					59			59	148	
10:30 AM			25		25				61	61					51			51	137	
10:45 AM			12		12				61	61					63			63	136	555
11:00 AM			21		21				57	57					60			60	138	559
11:15 AM			22		22				71	71					73			73	166	577
11:30 AM			16		16				60	60					56			56	132	572
11:45 AM			8		8				83	83					62			62	153	589
12:00 PM			24		24				72	72					73			73	169	620
12:15 PM			18		18				91	91					63			63	172	626
12:30 PM			16		16				69	69					66			66	151	645
12:45 PM			22		22				71	71					59			59	152	644
1:00 PM			21		21				60	60					59			59	140	615
1:15 PM			22		22				81	81					50			50	153	596
1:30 PM			10		10				73	73					75			75	158	603
1:45 PM			14		14				67	67					69			69	150	601
Peak Hour 11:45 AM to 12:45 PM			66		66				315	315				264			264	645		
PHF																		5%	0.94	
% HV					6%					3%										



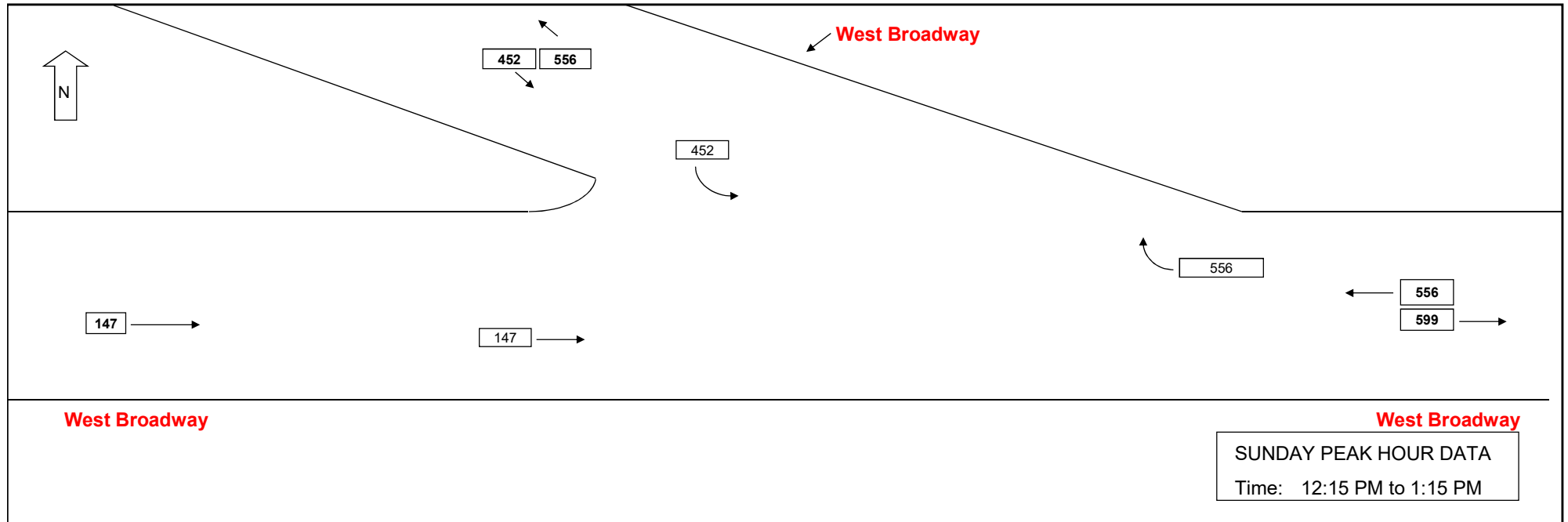
TRAFFIC VOLUME DATA

West Broadway at West Broadway
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound				Southeastbound				TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Slight Right	Total	Left	Thru	Right	Total	Slight Left	Thru	Right	Total			
10:00 AM			31		31				114	114					87			87	232		
10:15 AM			45		45				118	118					96			96	259		
10:30 AM			24		24				114	114					93			93	231		
10:45 AM			34		34				123	123					99			99	256	978	
11:00 AM			38		38				134	134					91			91	263	1,009	
11:15 AM			30		30				137	137					108			108	275	1,025	
11:30 AM			34		34				103	103					114			114	251	1,045	
11:45 AM			40		40				160	160					103			103	303	1,092	
12:00 PM			34		34				118	118					124			124	276	1,105	
12:15 PM			34		34				156	156					104			104	294	1,124	
12:30 PM			37		37				119	119					110			110	266	1,139	
12:45 PM			38		38				147	147					115			115	300	1,136	
1:00 PM			38		38				134	134					123			123	295	1,155	
1:15 PM			30		30				148	148					109			109	287	1,148	
1:30 PM			33		33				111	111					138			138	282	1,164	
1:45 PM			41		41				151	151					145			145	337	1,201	
Peak Hour 12:15 PM to 1:15 PM			147		147				556	556					452			452	1,155		
PHF																				0.96	
% HV					0%					1%								1%			



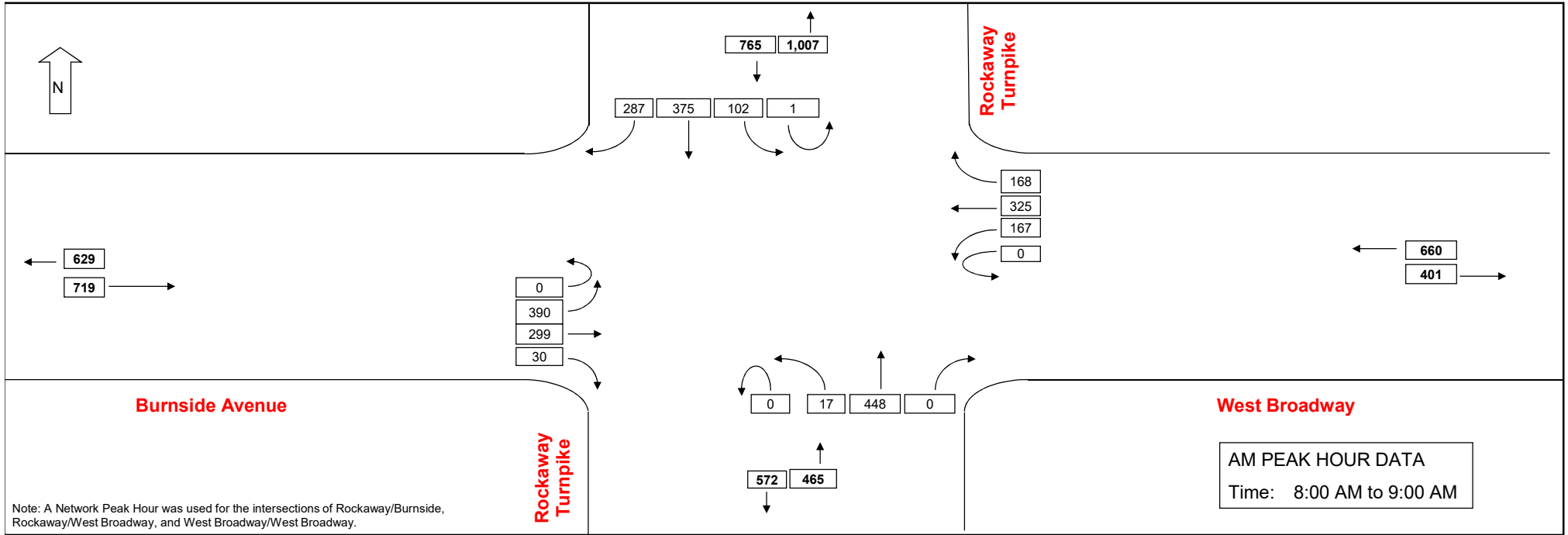
TRAFFIC VOLUME DATA

**West Broadway at Rockaway Turnpike / Burnside Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	74	59	9	142	0	13	40	56	109	0	1	107	2	110	0	15	58	69	142	503	
7:15 AM	0	83	68	3	154	0	17	47	27	91	0	3	103	0	106	0	27	78	65	170	521	
7:30 AM	0	116	78	6	200	0	42	64	40	146	0	5	100	0	105	0	34	79	65	178	629	
7:45 AM	0	96	94	3	193	0	27	50	33	110	0	3	126	0	129	0	36	105	77	218	650	
8:00 AM	0	92	61	7	160	0	33	78	40	151	0	6	118	0	124	0	26	101	67	194	2,303	
8:15 AM	0	126	75	10	211	0	43	79	39	161	0	4	115	0	119	0	26	79	76	181	2,429	
8:30 AM	0	103	68	8	179	0	50	93	44	187	0	2	106	0	108	1	17	95	67	180	2,580	
8:45 AM	0	69	95	5	169	0	41	75	45	161	0	5	109	0	114	0	33	100	77	210	2,605	
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	390	299	30	719	0	167	325	168	660	0	17	448	0	465	1	102	375	287	765	2,609	
					7%					7%				3%						8%	0.97	



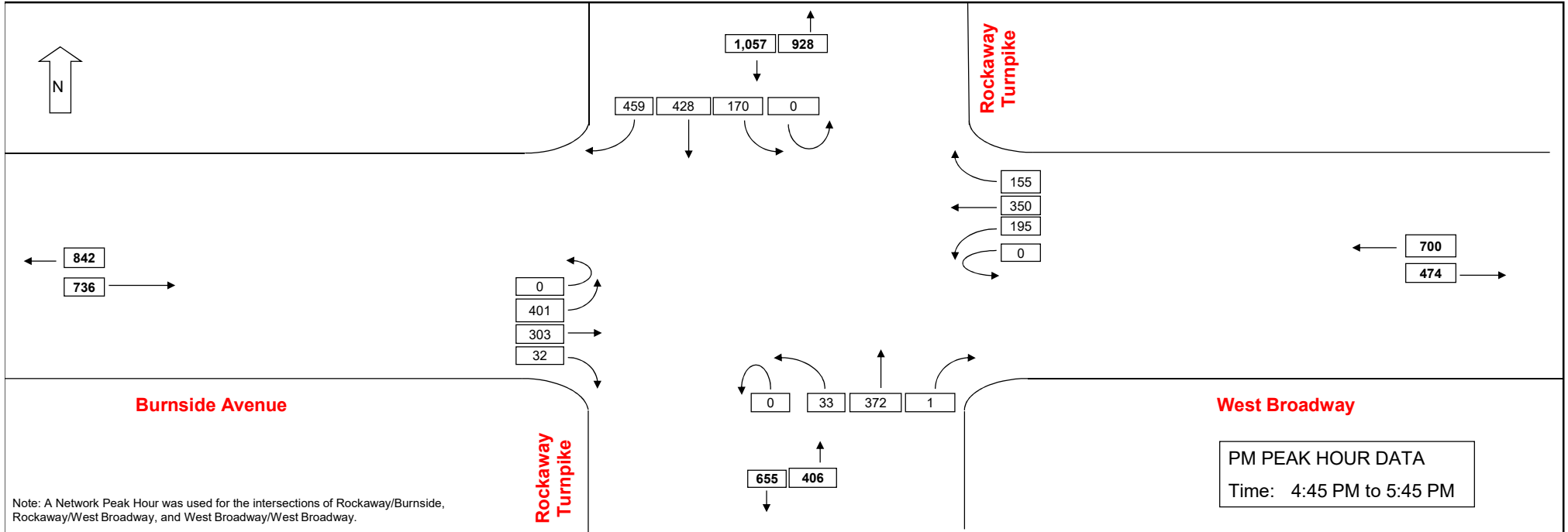
TRAFFIC VOLUME DATA

West Broadway at Rockaway Turnpike / Burnside Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	108	70	13	191	0	24	49	38	111	0	15	93	2	110	0	38	121	100	259	671		
2:15 PM	0	71	70	12	153	0	39	50	32	121	0	14	85	1	100	0	48	89	93	230	604		
2:30 PM	0	96	69	9	174	0	42	60	35	137	0	6	89	1	96	0	44	116	94	254	661		
2:45 PM	0	83	53	12	148	0	44	73	46	163	0	10	98	1	109	0	54	80	101	235	655	2,591	
3:00 PM	0	70	75	13	158	0	32	50	41	123	0	1	88	0	89	0	54	115	100	269	639	2,559	
3:15 PM	0	81	87	7	175	0	34	71	29	134	0	8	110	0	118	0	56	109	112	277	704	2,659	
3:30 PM	0	76	59	8	143	0	32	58	28	118	0	7	113	0	120	0	55	104	106	265	646	2,644	
3:45 PM	0	87	71	9	167	0	41	68	51	160	0	6	89	0	95	0	45	104	122	271	693	2,682	
4:00 PM	0	83	79	5	167	0	34	78	57	169	0	13	111	0	124	0	45	112	109	266	726	2,769	
4:15 PM	0	85	73	8	166	0	41	88	40	169	0	7	100	0	107	0	45	109	124	278	720	2,785	
4:30 PM	0	74	82	7	163	0	36	72	27	135	0	15	83	0	98	0	50	107	91	248	644	2,783	
4:45 PM	0	88	78	3	169	0	53	89	40	182	0	12	87	0	99	0	43	94	117	254	704	2,794	
5:00 PM	0	99	87	11	197	0	48	85	39	172	0	4	96	0	100	0	48	112	110	270	739	2,807	
5:15 PM	0	114	65	4	183	0	53	92	34	179	0	9	104	1	114	0	38	104	115	257	733	2,820	
5:30 PM	0	100	73	14	187	0	41	84	42	167	0	8	85	0	93	0	41	118	117	276	723	2,899	
5:45 PM	0	72	56	9	137	0	45	54	33	132	0	11	65	0	76	0	55	110	139	304	649	2,844	
6:00 PM	0	82	72	10	164	0	36	69	39	144	0	9	95	0	104	0	48	109	112	269	681	2,786	
6:15 PM	0	56	71	10	137	0	40	68	39	147	0	12	110	1	123	0	52	116	107	275	682	2,735	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	401	303	32	736	0	195	350	155	700	0	33	372	1	406	0	170	428	459	1,057	2,899	0.98	
					4%					9%				2%						5%			



Note: A Network Peak Hour was used for the intersections of Rockaway/Burnside, Rockaway/West Broadway, and West Broadway/West Broadway.

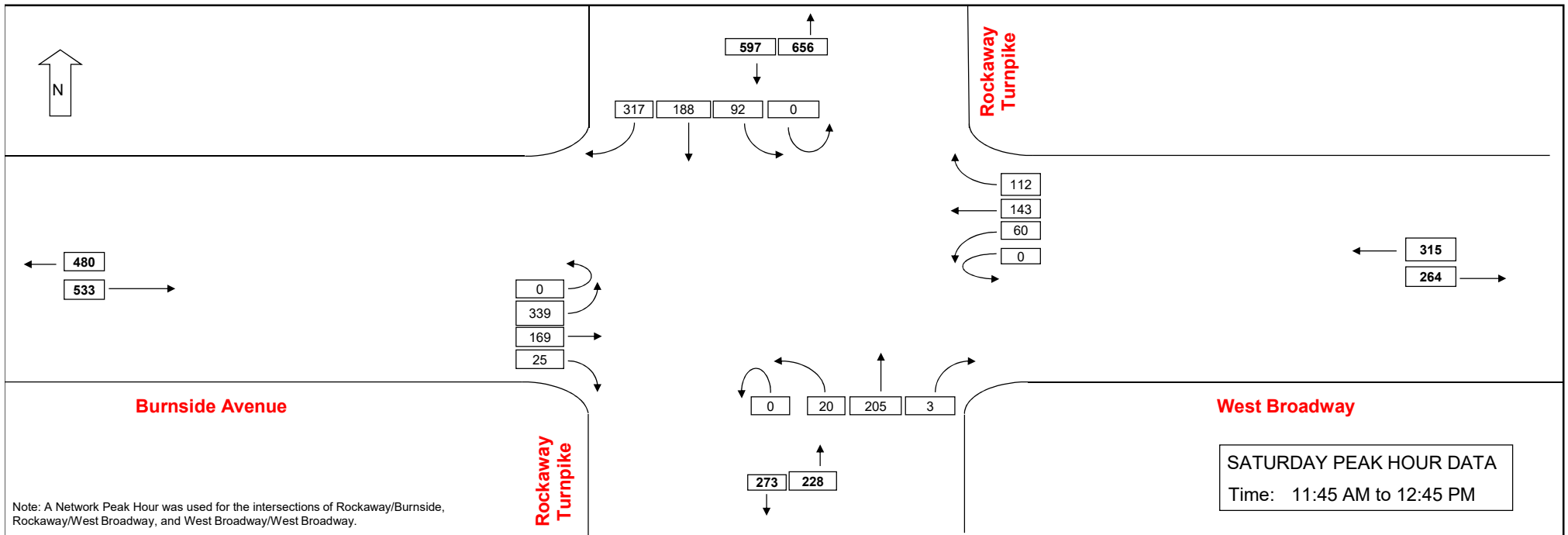
TRAFFIC VOLUME DATA

West Broadway at Rockaway Turnpike / Burnside Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	55	43	4	102	0	6	17	27	50	0	5	39	1	45	0	22	50	43	115	312	
10:15 AM	0	65	47	4	116	0	8	31	31	70	0	4	54	0	58	0	12	47	52	111	355	
10:30 AM	0	62	29	7	98	0	8	25	28	61	0	7	59	0	66	0	22	63	61	146	371	
10:45 AM	0	97	44	5	146	0	12	27	22	61	0	4	47	2	53	0	17	59	70	146	406	
11:00 AM	0	78	29	7	114	0	10	25	22	57	0	6	59	1	66	0	30	51	59	140	377	
11:15 AM	0	91	43	8	142	0	12	30	29	71	0	5	47	0	52	0	30	55	71	156	421	
11:30 AM	0	54	33	5	92	0	9	18	33	60	0	5	50	0	55	0	23	45	81	149	356	
11:45 AM	0	100	43	7	150	0	18	35	30	83	0	5	45	0	50	0	19	47	83	149	432	
12:00 PM	0	76	48	7	131	0	13	31	28	72	0	6	61	0	67	0	25	47	82	154	424	
12:15 PM	0	89	38	5	132	0	13	47	31	91	0	5	41	1	47	0	24	45	67	136	406	
12:30 PM	0	74	40	6	120	0	16	30	23	69	0	4	58	2	64	0	24	49	85	158	411	
12:45 PM	0	72	40	3	115	0	7	39	25	71	0	4	38	0	42	0	19	42	72	133	361	
1:00 PM	0	62	29	10	101	0	12	28	20	60	0	2	41	0	43	0	30	48	86	164	368	
1:15 PM	0	83	35	6	124	0	10	36	35	81	0	6	50	0	56	0	15	47	86	148	409	
1:30 PM	0	67	51	4	122	0	13	33	27	73	0	6	50	1	57	0	23	58	78	159	411	
1:45 PM	0	73	39	6	118	0	15	30	22	67	0	4	57	1	62	0	29	57	83	169	416	
Peak Hour 11:45 AM to 12:45 PM	0	339	169	25	533	0	60	143	112	315	0	20	205	3	228	0	92	188	317	597	1,673	
PHF										4%											0.97	
% HV										3%					3%							



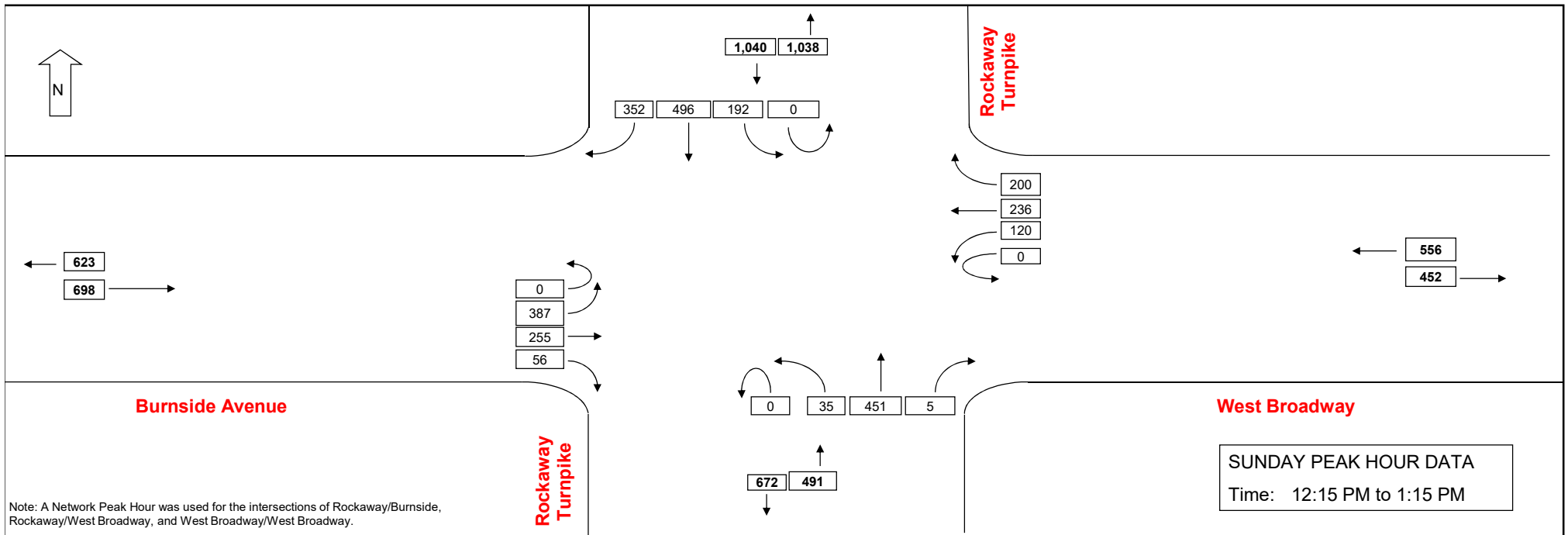
TRAFFIC VOLUME DATA

**West Broadway at Rockaway Turnpike / Burnside Avenue
Woodmere, NY**



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	52	33	13	98	0	29	27	58	114	0	16	116	1	133	0	53	116	58	227	572	
10:15 AM	0	70	52	9	131	0	33	41	44	118	0	7	125	0	132	0	44	112	59	215	596	
10:30 AM	0	79	40	12	131	0	27	43	44	114	0	8	114	0	122	0	53	126	63	242	609	
10:45 AM	0	78	54	11	143	0	26	47	50	123	0	9	130	1	140	0	44	137	71	252	658	
11:00 AM	0	71	41	12	124	0	26	46	62	134	0	7	99	2	108	0	48	124	91	263	629	
11:15 AM	0	73	57	15	145	0	33	48	56	137	0	14	121	1	136	0	50	118	81	249	667	
11:30 AM	0	64	64	18	146	0	28	32	43	103	0	13	111	0	124	0	50	125	81	256	629	
11:45 AM	0	73	52	13	138	0	40	68	52	160	0	14	97	2	113	0	49	124	59	232	643	
12:00 PM	0	62	72	9	143	0	22	43	53	118	0	11	131	3	145	0	49	145	102	296	702	
12:15 PM	0	75	59	11	145	0	36	67	53	156	0	10	117	1	128	0	44	102	85	231	660	
12:30 PM	0	75	62	13	150	0	25	53	41	119	0	4	127	0	131	0	48	144	97	289	689	
12:45 PM	0	123	73	13	209	0	37	60	50	147	0	9	112	1	122	0	41	124	75	240	718	
1:00 PM	0	114	61	19	194	0	22	56	56	134	0	12	95	3	110	0	59	126	95	280	718	
1:15 PM	0	128	67	13	208	0	41	56	51	148	0	13	48	8	69	0	34	101	95	230	655	
1:30 PM	0	82	90	8	180	0	35	33	43	111	0	10	34	6	50	0	42	116	85	243	584	
1:45 PM	0	104	87	2	193	0	39	61	51	151	0	10	41	4	55	0	54	102	91	247	646	
Peak Hour 12:15 PM to 1:15 PM PHF % HV	0	387	255	56	698	0	120	236	200	556	0	35	451	5	491	0	192	496	352	1,040	2,785 0.97	
					2%					1%					1%							



Note: A Network Peak Hour was used for the intersections of Rockaway/Burnside, Rockaway/West Broadway, and West Broadway/West Broadway.

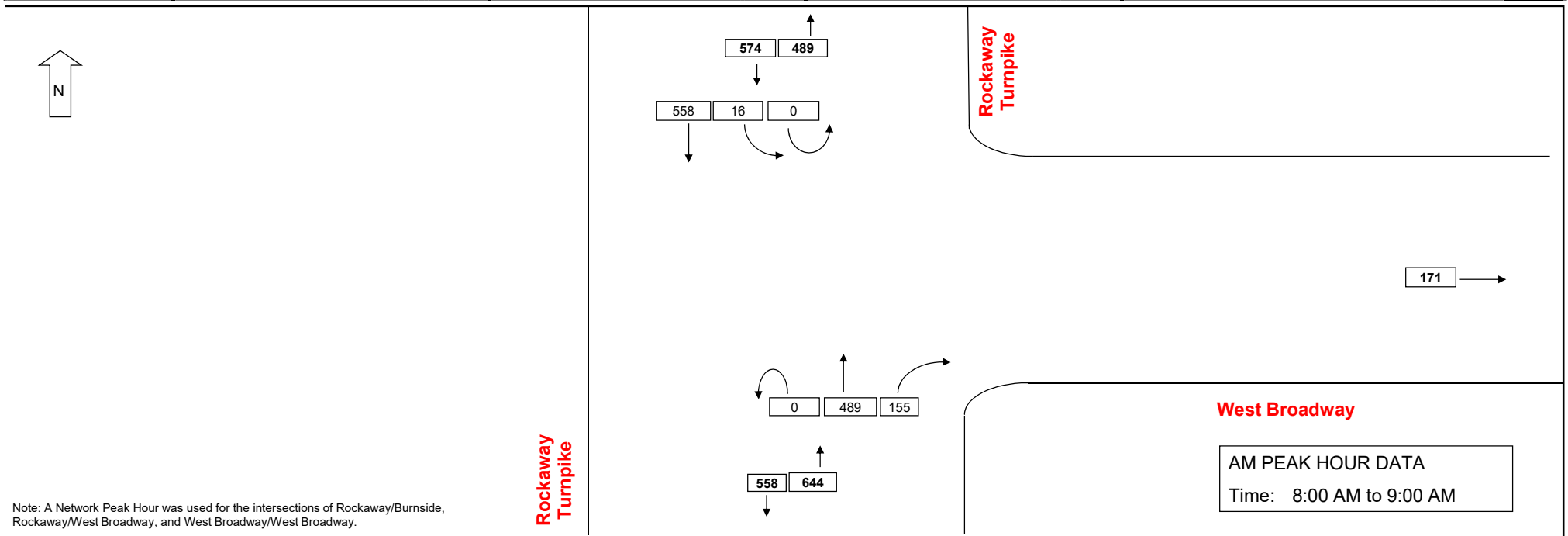
TRAFFIC VOLUME DATA

West Broadway at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM											0		113	42	155	0	5	77		82	237	
7:15 AM											0		104	51	155	0	8	91		99	254	
7:30 AM											0		110	64	174	0	2	127		129	303	
7:45 AM											0		129	66	195	0	4	143		147	342	1,136
8:00 AM											0		137	39	176	0	1	145		146	322	1,221
8:15 AM											0		128	37	165	0	6	117		123	288	1,255
8:30 AM											0		106	34	140	0	4	147		151	291	1,243
8:45 AM											0		118	45	163	0	5	149		154	317	1,218
Peak Hour 8:00 AM to 9:00 AM PHF % HV											0		489	155	644	0	16	558		574	1,218	0.95
															8%					7%		



Note: A Network Peak Hour was used for the intersections of Rockaway/Burnside, Rockaway/West Broadway, and West Broadway/West Broadway.

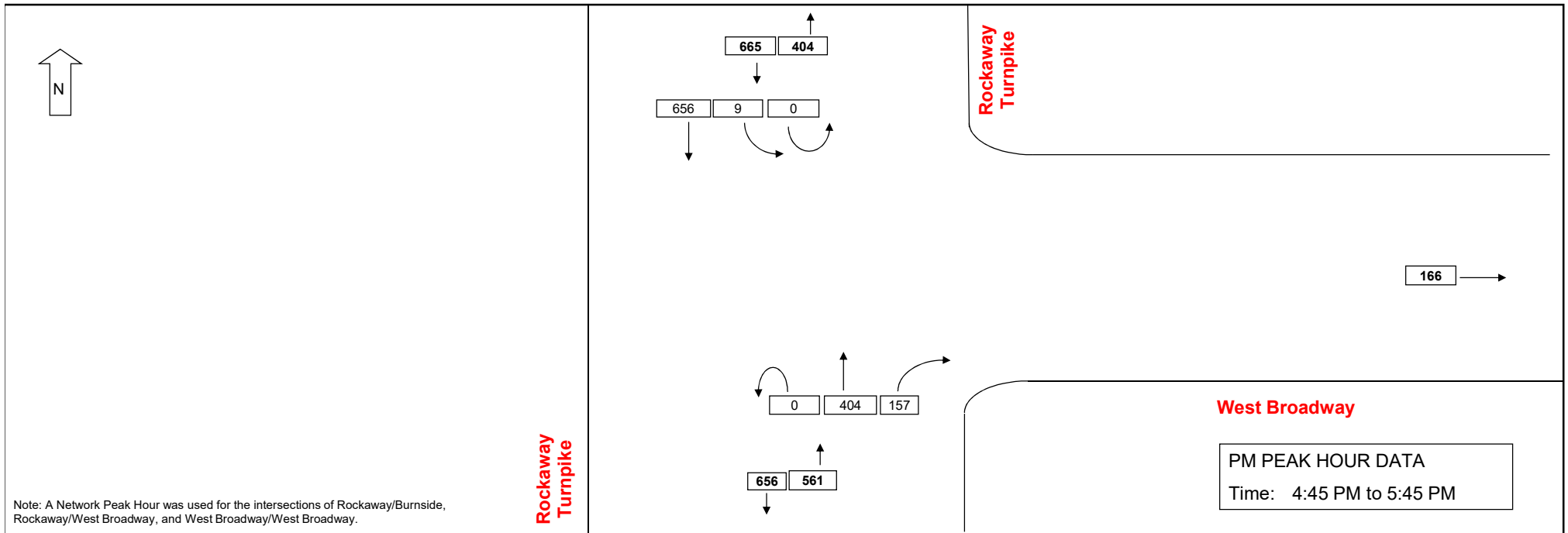
TRAFFIC VOLUME DATA

West Broadway at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM											0		99	31	130	0	3	156		159	289	
2:15 PM											0		104	35	139	0	6	136		142	281	
2:30 PM											0		94	41	135	0	1	162		163	298	
2:45 PM											0		121	42	163	0	3	142		145	308	
3:00 PM											0		91	28	119	0	0	157		157	276	
3:15 PM											0		124	27	151	0	3	158		161	312	
3:30 PM											0		118	42	160	0	0	137		137	297	
3:45 PM											0		102	27	129	0	3	165		168	297	
4:00 PM											0		112	46	158	0	4	148		152	310	
4:15 PM											0		113	41	154	0	4	156		160	314	
4:30 PM											0		106	48	154	0	2	156		158	312	
4:45 PM											0		97	37	134	0	3	140		143	277	
5:00 PM											0		115	39	154	0	2	184		186	340	
5:15 PM											0		99	42	141	0	3	149		152	293	
5:30 PM											0		93	39	132	0	1	183		184	316	
5:45 PM											0		75	36	111	0	6	155		161	272	
6:00 PM											0		114	36	150	0	3	158		161	311	
6:15 PM											0		107	32	139	0	1	164		165	304	
Peak Hour 4:45 PM to 5:45 PM PHF % HV											0		404	157	561	0	9	656		665	1,226 0.90	
															3%					5%		



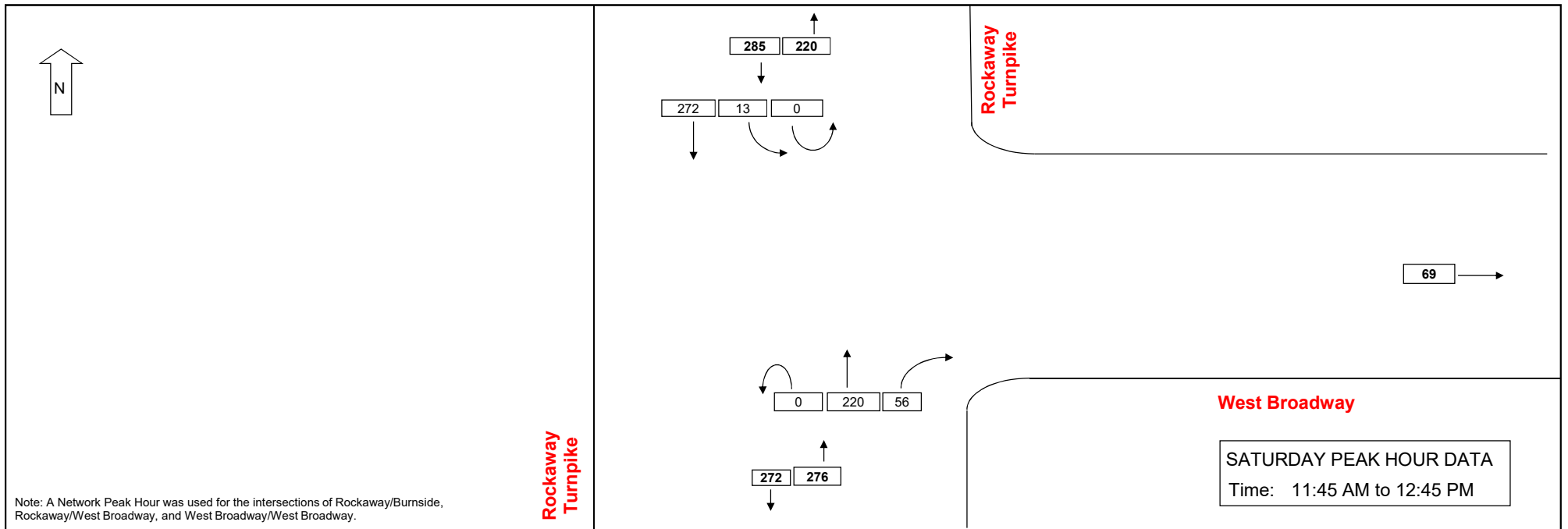
TRAFFIC VOLUME DATA

West Broadway at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM											0		55	17	72	0	1	63		64	136	
10:15 AM											0		59	17	76	0	2	55		57	133	
10:30 AM											0		65	17	82	0	8	73		81	163	
10:45 AM											0		54	10	64	0	2	77		79	143	575
11:00 AM											0		63	18	81	0	3	60		63	144	583
11:15 AM											0		57	14	71	0	8	75		83	154	604
11:30 AM											0		51	13	64	0	3	54		57	121	562
11:45 AM											0		50	7	57	0	1	77		78	135	554
12:00 PM											0		61	21	82	0	5	65		70	152	562
12:15 PM											0		54	15	69	0	4	65		69	138	546
12:30 PM											0		55	13	68	0	3	65		68	136	561
12:45 PM											0		49	19	68	0	3	53		56	124	550
1:00 PM											0		40	18	58	0	3	60		63	121	519
1:15 PM											0		58	17	75	0	5	67		72	147	528
1:30 PM											0		52	10	62	0	0	69		69	131	523
1:45 PM											0		64	11	75	0	3	78		81	156	555
Peak Hour 11:45 AM to 12:45 PM											0		220	56	276	0	13	272		285	561	
PHF															3%						3%	0.92
% HV																						



Note: A Network Peak Hour was used for the intersections of Rockaway/Burnside, Rockaway/West Broadway, and West Broadway/West Broadway.

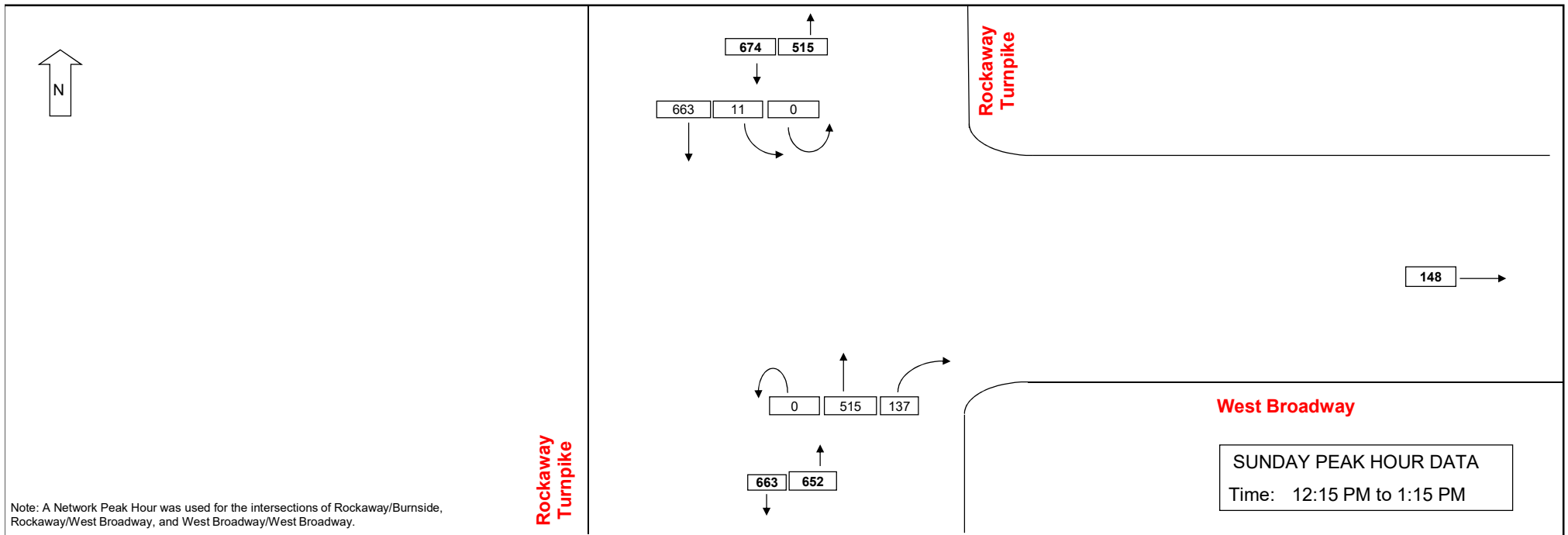
TRAFFIC VOLUME DATA

West Broadway at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM											0		125	27	152	0	4	147		151	303	
10:15 AM											0		135	40	175	0	5	162		167	342	
10:30 AM											0		122	23	145	0	1	150		151	296	
10:45 AM											0		149	33	182	0	1	179		180	362	1,303
11:00 AM											0		108	36	144	0	2	158		160	304	1,304
11:15 AM											0		142	27	169	0	3	163		166	335	1,297
11:30 AM											0		128	32	160	1	2	161		164	324	1,325
11:45 AM											0		113	36	149	1	4	183		188	337	1,300
12:00 PM											0		141	33	174	0	1	172		173	347	1,343
12:15 PM											0		141	31	172	0	4	151		155	327	1,335
12:30 PM											0		126	35	161	0	2	172		174	335	1,346
12:45 PM											0		138	36	174	0	2	182		184	358	1,367
1:00 PM											0		110	35	145	0	3	158		161	306	1,326
1:15 PM											0		79	28	107	0	2	164		166	273	1,272
1:30 PM											0		52	31	83	0	2	151		153	236	1,173
1:45 PM											0		53	41	94	0	0	155		155	249	1,064
Peak Hour 12:15 PM to 1:15 PM PHF % HV											0		515	137	652	0	11	663		674	1,326	
															1%					1%	0.93	



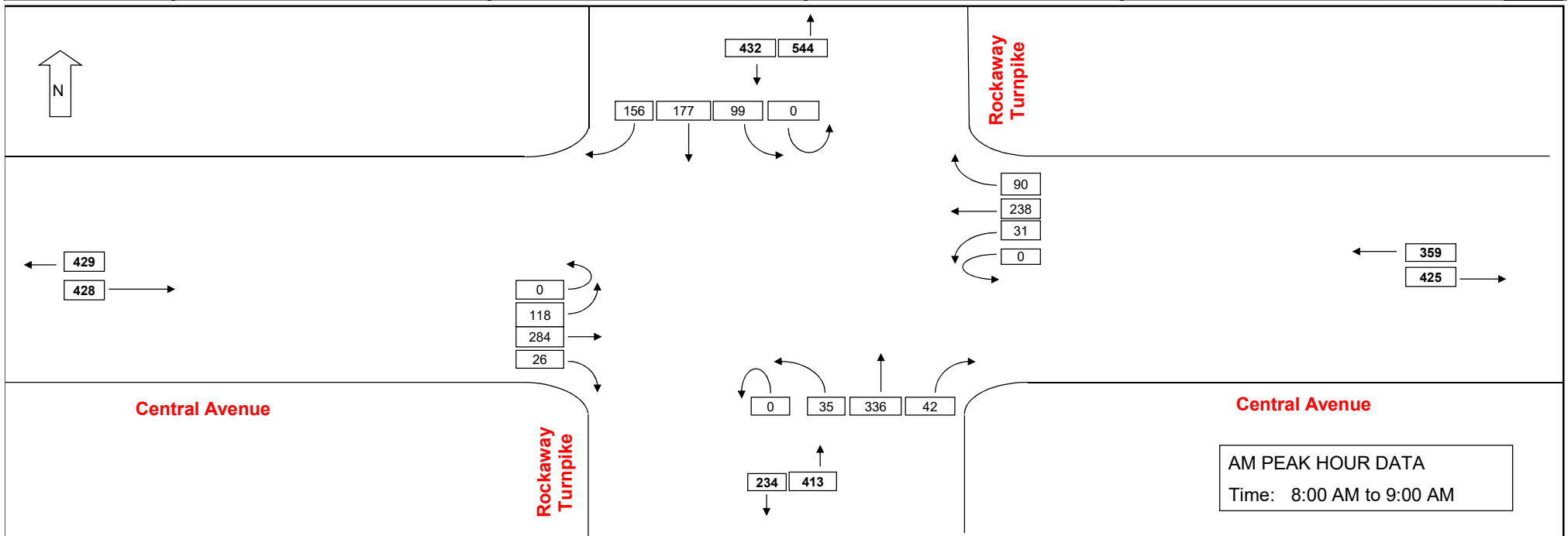
TRAFFIC VOLUME DATA

Central Avenue at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	24	46	6	76	0	3	26	13	42	0	1	61	4	66	0	8	26	19	53	237	
7:15 AM	0	20	34	4	58	0	1	26	8	35	0	8	75	4	87	0	14	34	25	73	253	
7:30 AM	0	28	57	4	89	0	8	48	19	75	0	6	75	5	86	0	29	38	27	94	344	
7:45 AM	0	35	83	2	120	0	6	47	20	73	0	12	89	9	110	0	28	56	40	124	427	1,261
8:00 AM	0	28	64	7	99	0	10	54	31	95	0	8	92	15	115	0	20	45	20	85	394	1,418
8:15 AM	0	29	65	5	99	0	9	53	15	77	0	8	99	10	117	0	23	39	32	94	387	1,552
8:30 AM	0	28	83	3	114	0	7	62	19	88	0	12	65	5	82	0	28	45	47	120	404	1,612
8:45 AM	0	33	72	11	116	0	5	69	25	99	0	7	80	12	99	0	28	48	57	133	447	1,632
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	118	284	26	428	0	31	238	90	359	0	35	336	42	413	0	99	177	156	432	1,632	0.91
					5%					6%					5%					6%		



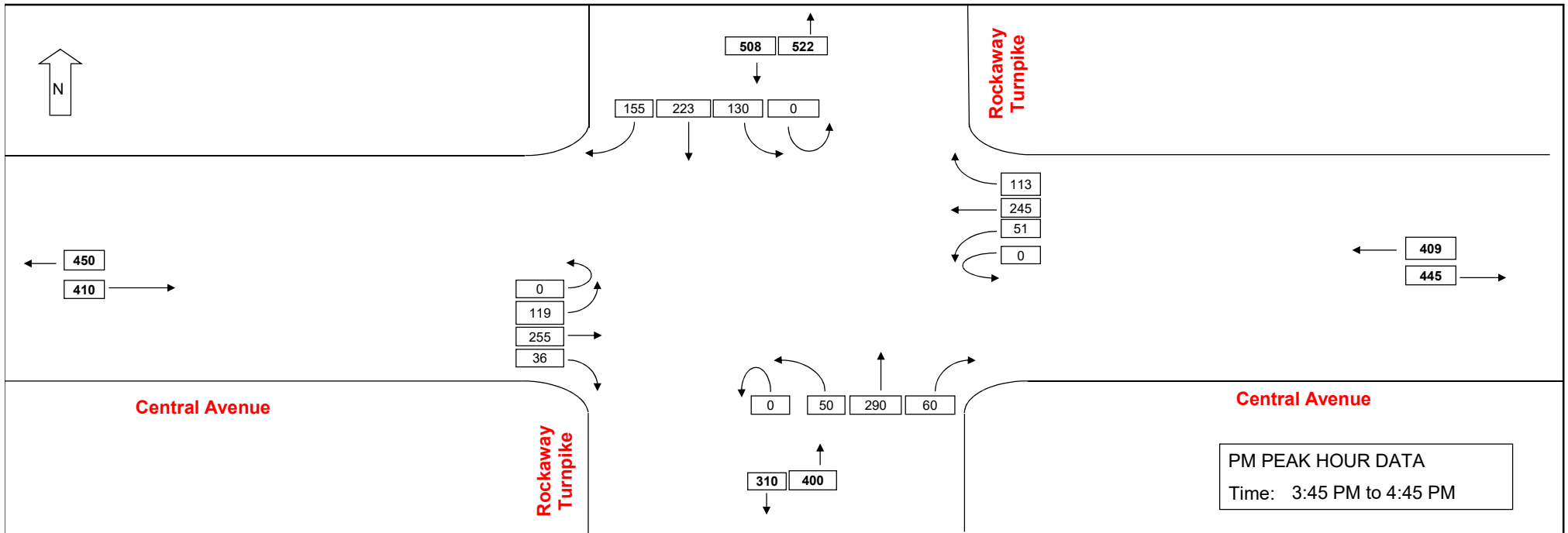
TRAFFIC VOLUME DATA

Central Avenue at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	40	45	7	92	0	6	63	33	102	0	11	53	11	75	0	34	44	45	123	392		
2:15 PM	0	27	45	6	78	0	6	53	34	93	0	16	55	13	84	0	35	45	46	126	381		
2:30 PM	0	39	72	9	120	0	6	52	20	78	0	7	60	21	88	0	31	44	39	114	400		
2:45 PM	0	45	53	5	103	0	9	72	26	107	0	10	84	11	105	0	25	52	32	109	424		
3:00 PM	0	29	72	3	104	0	13	72	26	111	0	4	73	10	87	0	38	48	34	120	422		
3:15 PM	0	25	62	7	94	0	10	64	27	101	0	11	81	10	102	0	38	43	45	126	423		
3:30 PM	0	33	51	7	91	0	9	60	23	92	0	8	64	15	87	0	28	39	41	108	378		
3:45 PM	0	28	70	9	107	0	16	62	24	102	0	5	65	10	80	0	45	59	36	140	429		
4:00 PM	0	28	70	16	114	0	15	54	29	98	0	13	78	18	109	0	22	51	46	119	440		
4:15 PM	0	37	56	6	99	0	12	65	28	105	0	23	82	17	122	0	31	60	37	128	454		
4:30 PM	0	26	59	5	90	0	8	64	32	104	0	9	65	15	89	0	32	53	36	121	404		
4:45 PM	0	27	57	4	88	0	6	65	23	94	0	8	64	12	84	0	25	62	41	128	394		
5:00 PM	0	22	61	10	93	0	10	68	25	103	0	12	71	11	94	0	29	49	42	120	410		
5:15 PM	0	37	65	1	103	0	6	69	29	104	0	19	58	11	88	0	27	58	35	120	415		
5:30 PM	0	22	67	8	97	0	9	61	24	94	0	13	57	15	85	0	25	45	48	118	394		
5:45 PM	0	28	58	6	92	0	13	74	16	103	0	13	63	15	91	0	21	55	32	108	394		
6:00 PM	0	31	65	14	110	0	9	78	25	112	0	12	62	13	87	0	16	48	37	101	410		
6:15 PM	0	16	51	5	72	0	8	72	24	104	0	12	74	12	98	0	27	46	37	110	384		
Peak Hour 3:45 PM to 4:45 PM PHF % HV	0	119	255	36	410	0	51	245	113	409	0	50	290	60	400	0	130	223	155	508	1,727	0.95	
					3%					3%					5%						4%		



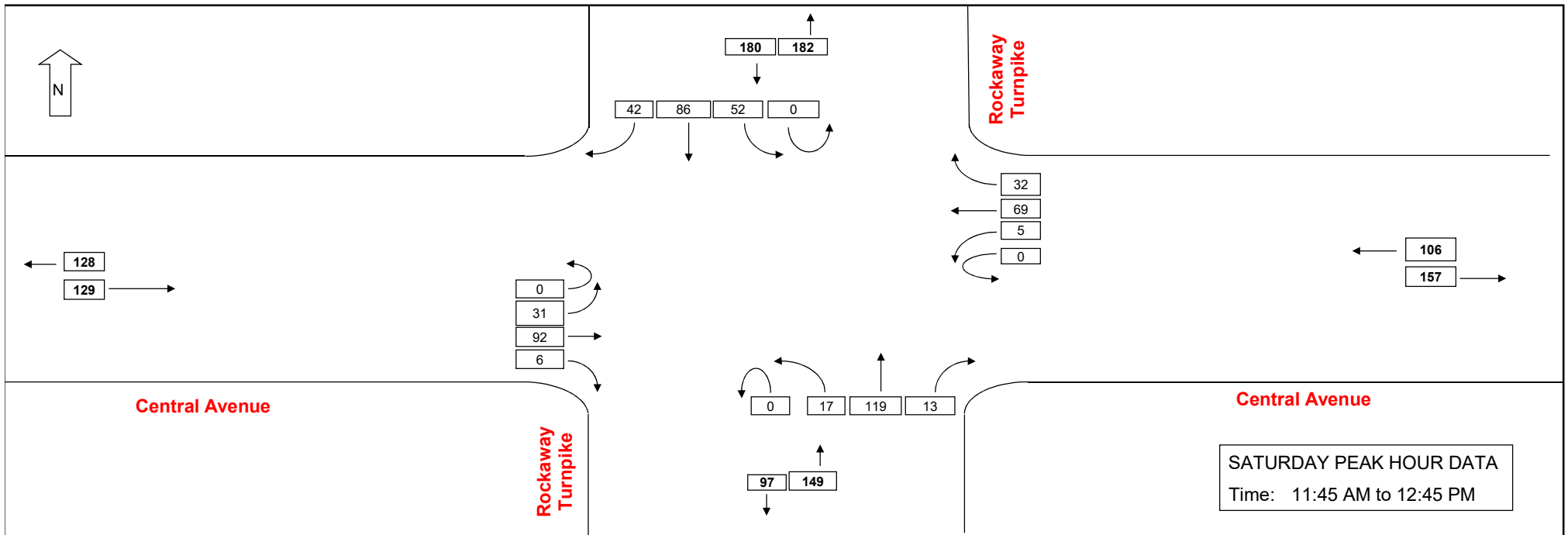
TRAFFIC VOLUME DATA

Central Avenue at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	8	13	1	22	0	1	15	7	23	0	3	19	2	24	0	10	33	12	55	124	
10:15 AM	0	7	10	0	17	0	1	10	8	19	0	3	34	6	43	0	6	30	7	43	122	
10:30 AM	0	6	18	1	25	0	1	15	8	24	0	1	33	4	38	0	9	27	14	50	137	
10:45 AM	0	7	17	3	27	0	3	12	12	27	0	4	21	2	27	0	13	25	8	46	127	510
11:00 AM	0	8	29	2	39	0	5	15	7	27	0	1	25	3	29	0	8	17	8	33	128	514
11:15 AM	0	9	20	2	31	0	0	15	6	21	0	3	28	2	33	0	12	22	17	51	136	528
11:30 AM	0	6	19	3	28	0	3	14	7	24	0	2	29	2	33	0	9	24	7	40	125	516
11:45 AM	0	6	23	2	31	0	2	11	6	19	0	7	30	3	40	0	16	26	12	54	144	533
12:00 PM	0	11	27	3	41	0	2	20	12	34	0	4	28	6	38	0	8	19	9	36	149	554
12:15 PM	0	3	18	1	22	0	1	17	6	24	0	3	29	2	34	0	12	26	9	47	127	545
12:30 PM	0	11	24	0	35	0	0	21	8	29	0	3	32	2	37	0	16	15	12	43	144	564
12:45 PM	0	5	20	2	27	0	0	20	4	24	0	4	23	3	30	0	5	25	9	39	120	540
1:00 PM	0	7	15	0	22	0	3	15	8	26	0	4	22	3	29	0	10	19	7	36	113	504
1:15 PM	0	3	16	1	20	0	3	9	6	18	0	2	30	2	34	0	8	21	11	40	112	489
1:30 PM	0	8	17	1	26	0	2	16	16	34	0	3	24	1	28	0	8	19	17	44	132	477
1:45 PM	0	9	21	0	30	0	3	14	10	27	0	0	26	2	28	0	13	27	21	61	146	503
Peak Hour 11:45 AM to 12:45 PM PHF % HV	0	31	92	6	129	0	5	69	32	106	0	17	119	13	149	0	52	86	42	180	564	0.95
					4%					3%					1%					3%		



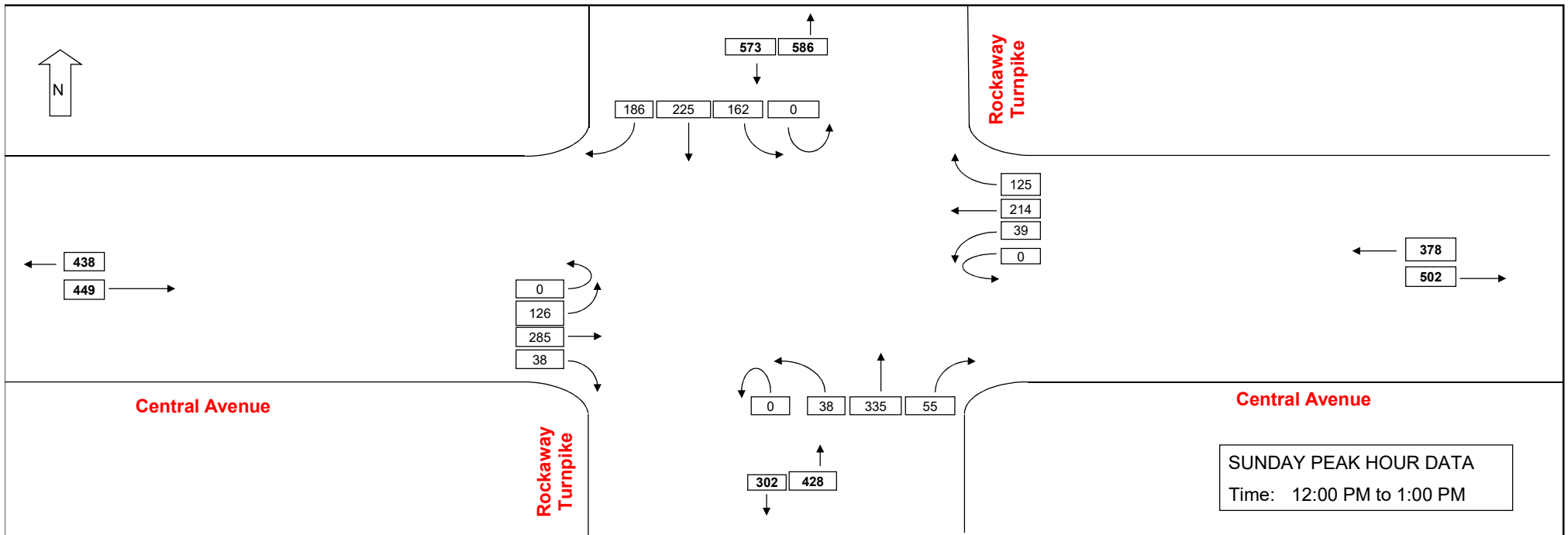
TRAFFIC VOLUME DATA

Central Avenue at Rockaway Turnpike
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	23	67	9	99	0	8	39	24	71	0	7	73	18	98	0	40	52	27	119	387	
10:15 AM	0	29	73	9	111	0	6	42	29	77	0	14	69	19	102	0	45	63	34	127	432	
10:30 AM	0	31	78	11	120	0	8	43	23	74	0	11	67	16	94	0	40	42	38	120	408	
10:45 AM	0	30	71	13	114	0	11	42	37	90	0	9	86	7	102	0	42	60	26	128	434	1,661
11:00 AM	0	25	73	17	115	1	8	52	21	82	0	14	75	13	102	0	44	54	29	127	426	1,700
11:15 AM	0	21	67	9	97	0	6	33	36	75	0	6	82	12	100	0	56	55	37	148	420	1,688
11:30 AM	0	35	66	21	122	0	14	46	33	93	0	11	68	13	92	0	52	55	28	135	442	1,722
11:45 AM	0	23	51	6	80	0	4	61	28	93	0	9	61	14	84	0	42	68	42	152	409	1,697
12:00 PM	0	29	79	5	113	0	10	60	34	104	0	7	81	13	101	0	43	59	46	148	466	1,737
12:15 PM	0	22	72	14	108	0	11	47	30	88	0	7	87	13	107	0	41	66	49	156	459	1,776
12:30 PM	0	40	76	8	124	0	10	61	33	104	0	7	81	17	105	0	39	42	50	131	464	1,798
12:45 PM	0	35	58	11	104	0	8	46	28	82	0	17	86	12	115	0	39	58	41	138	439	1,828
1:00 PM	0	29	80	9	118	0	10	61	28	99	0	6	55	20	81	0	37	58	37	132	430	1,792
1:15 PM	0	27	66	8	101	0	14	51	26	91	0	12	91	16	119	0	44	69	40	153	464	1,797
1:30 PM	0	34	69	9	112	0	9	53	30	92	0	16	63	21	100	0	40	54	24	118	422	1,755
1:45 PM	0	22	61	9	92	0	13	52	25	90	0	12	73	15	100	0	45	48	31	124	406	1,722
Peak Hour 12:00 PM to 1:00 PM	0	126	285	38	449	0	39	214	125	378	0	38	335	55	428	0	162	225	186	573	1,828	
PHF					1%					1%					0%					1%	0.98	



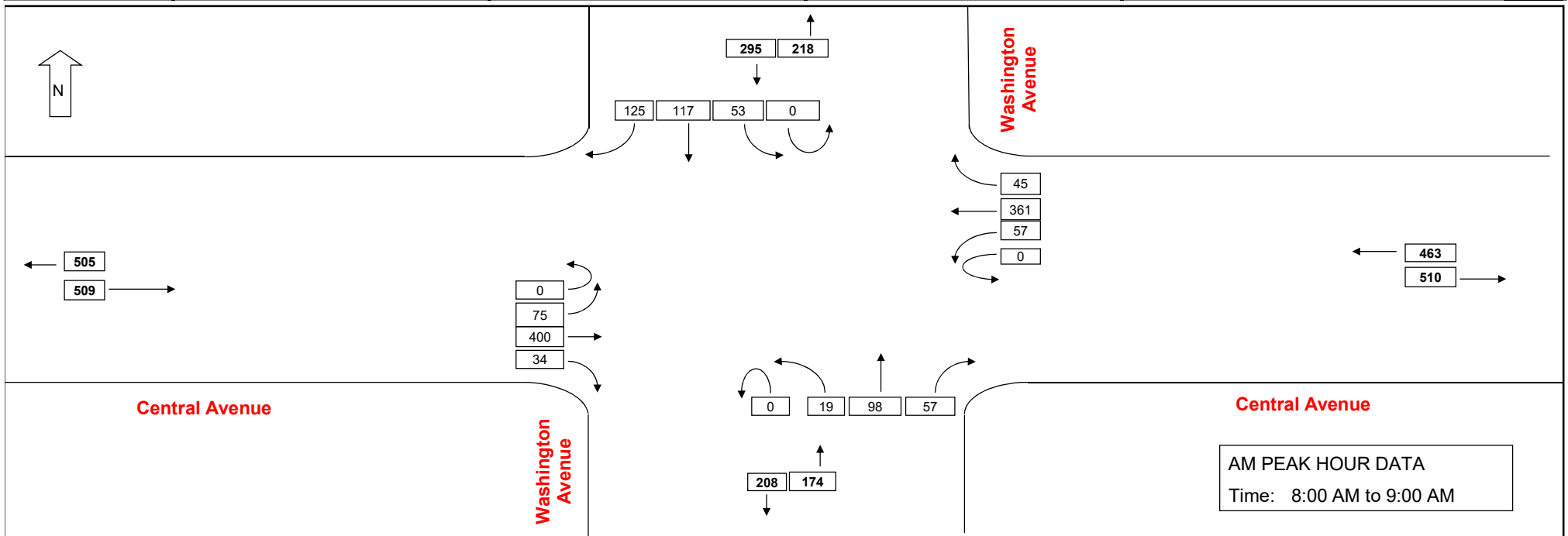
TRAFFIC VOLUME DATA

Central Avenue at Washington Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	8	54	1	63	0	2	33	13	48	0	1	8	5	14	0	6	5	11	22	147	
7:15 AM	0	1	42	3	46	0	6	38	12	56	0	2	5	0	7	0	12	8	11	31	140	
7:30 AM	0	11	77	7	95	0	7	78	7	92	0	3	13	5	21	0	9	18	17	44	252	
7:45 AM	0	19	112	3	134	0	8	88	13	109	0	4	21	7	32	0	25	28	37	90	365	904
8:00 AM	0	26	108	15	149	0	18	91	13	122	0	7	26	3	36	0	15	24	31	70	377	1,134
8:15 AM	0	14	110	5	129	0	18	85	9	112	0	3	16	15	34	0	11	25	27	63	338	1,332
8:30 AM	0	12	92	5	109	0	8	86	5	99	0	5	23	12	40	0	13	40	25	78	326	1,406
8:45 AM	0	23	90	9	122	0	13	99	18	130	0	4	33	27	64	0	14	28	42	84	400	1,441
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	75	400	34	509	0	57	361	45	463	0	19	98	57	174	0	53	117	125	295	1,441	0.90



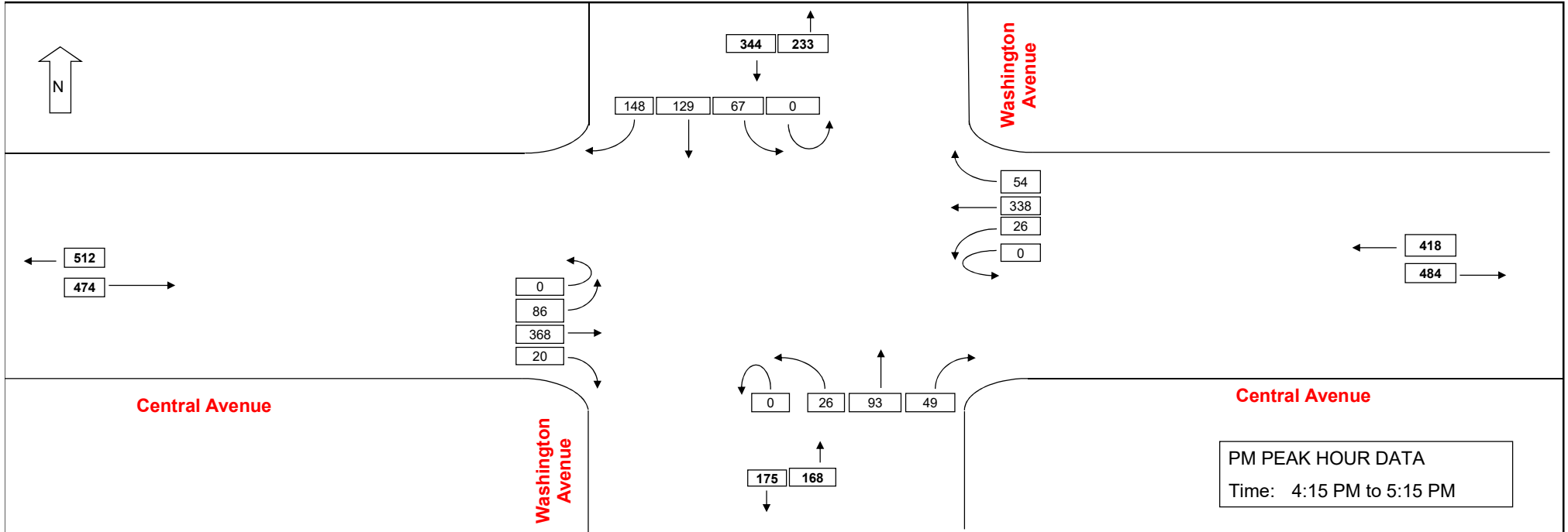
TRAFFIC VOLUME DATA

Central Avenue at Washington Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	0	15	77	2	94	0	4	66	8	78	0	11	15	4	30	0	24	25	35	84	286	
2:15 PM	0	18	76	7	101	0	7	50	17	74	0	1	18	13	32	0	18	21	50	89	296	
2:30 PM	0	25	93	4	122	0	5	71	14	90	0	5	10	7	22	0	16	28	37	81	315	
2:45 PM	0	15	81	10	106	0	6	76	15	97	0	3	26	16	45	0	22	20	37	79	327	
3:00 PM	0	24	82	5	111	0	3	63	27	93	0	5	23	11	39	0	17	34	41	92	335	
3:15 PM	0	17	76	7	100	0	5	77	9	91	0	3	25	10	38	0	19	27	37	83	312	
3:30 PM	0	20	79	11	110	0	11	62	22	95	0	7	19	7	33	0	13	28	34	75	313	
3:45 PM	0	19	93	10	122	0	3	74	11	88	0	7	34	11	52	0	16	31	43	90	352	
4:00 PM	0	24	105	7	136	0	4	65	17	86	0	2	37	12	51	0	20	26	40	86	359	
4:15 PM	0	18	86	9	113	0	7	92	13	112	0	2	20	16	38	0	14	29	44	87	350	
4:30 PM	0	19	95	1	115	0	5	76	8	89	0	10	25	11	46	0	18	30	25	73	323	
4:45 PM	0	22	87	7	116	0	9	84	13	106	0	8	15	8	31	0	24	33	41	98	351	
5:00 PM	0	27	100	3	130	0	5	86	20	111	0	6	33	14	53	0	11	37	38	86	380	
5:15 PM	0	18	79	6	103	0	5	75	18	98	0	4	27	5	36	0	21	31	40	92	329	
5:30 PM	0	18	84	7	109	0	4	71	14	89	0	6	26	5	37	0	23	34	26	83	318	
5:45 PM	0	16	77	5	98	0	4	83	16	103	0	2	21	7	30	0	22	27	35	84	315	
6:00 PM	0	17	78	4	99	0	9	83	11	103	0	9	15	5	29	0	22	37	35	94	325	
6:15 PM	0	20	72	1	93	0	5	78	17	100	0	3	20	5	28	0	16	23	43	82	303	
Peak Hour 4:15 PM to 5:15 PM PHF % HV	0	86	368	20	474	0	26	338	54	418	0	26	93	49	168	0	67	129	148	344	1,404	
					3%					3%					2%					1%	0.92	



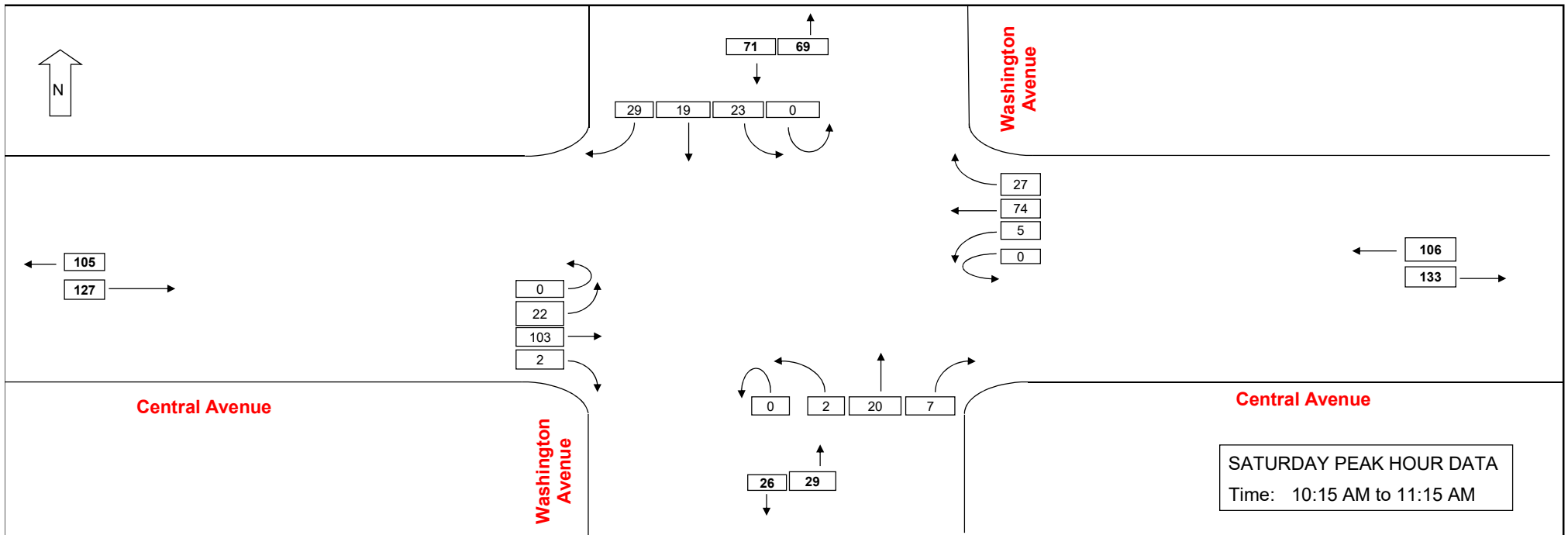
TRAFFIC VOLUME DATA

Central Avenue at Washington Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	4	18	0	22	0	0	15	3	18	0	0	5	0	5	0	10	3	7	20	65	
10:15 AM	0	6	22	0	28	0	1	20	9	30	0	0	4	3	7	0	5	5	3	13	78	
10:30 AM	0	6	19	1	26	0	2	20	3	25	0	0	4	1	5	0	4	4	8	16	72	
10:45 AM	0	3	25	0	28	0	0	15	5	20	0	1	6	3	10	0	9	5	10	24	82	297
11:00 AM	0	7	37	1	45	0	2	19	10	31	0	1	6	0	7	0	5	5	8	18	101	333
11:15 AM	0	6	19	2	27	0	1	22	2	25	0	2	2	0	4	0	6	7	5	18	74	329
11:30 AM	0	7	20	2	29	0	0	14	3	17	0	0	2	1	3	0	2	0	4	6	55	312
11:45 AM	0	5	33	0	38	0	3	16	5	24	0	1	4	0	5	0	3	0	10	13	80	310
12:00 PM	0	6	29	2	37	0	0	19	8	27	0	1	5	8	14	0	4	4	9	17	95	304
12:15 PM	0	4	26	0	30	0	1	25	1	27	0	1	4	0	5	0	6	2	1	9	71	301
12:30 PM	0	3	30	1	34	0	1	16	7	24	0	0	1	1	2	0	5	3	11	19	79	325
12:45 PM	0	7	22	0	29	0	4	23	2	29	0	0	2	1	3	0	7	5	6	18	79	324
1:00 PM	0	3	24	1	28	0	3	17	0	20	0	2	2	3	7	0	5	0	9	14	69	298
1:15 PM	0	2	22	1	25	0	0	14	2	16	0	0	3	1	4	0	2	3	5	10	55	282
1:30 PM	0	4	23	1	28	0	3	29	4	36	0	0	3	0	3	0	1	4	4	9	76	279
1:45 PM	0	9	32	1	42	1	1	24	3	29	0	0	1	0	1	0	4	5	1	10	82	282
Peak Hour 10:15 AM to 11:15 AM PHF % HV	0	22	103	2	127	0	5	74	27	106	0	2	20	7	29	0	23	19	29	71	333	
					2%					4%					4%					3%	0.82	



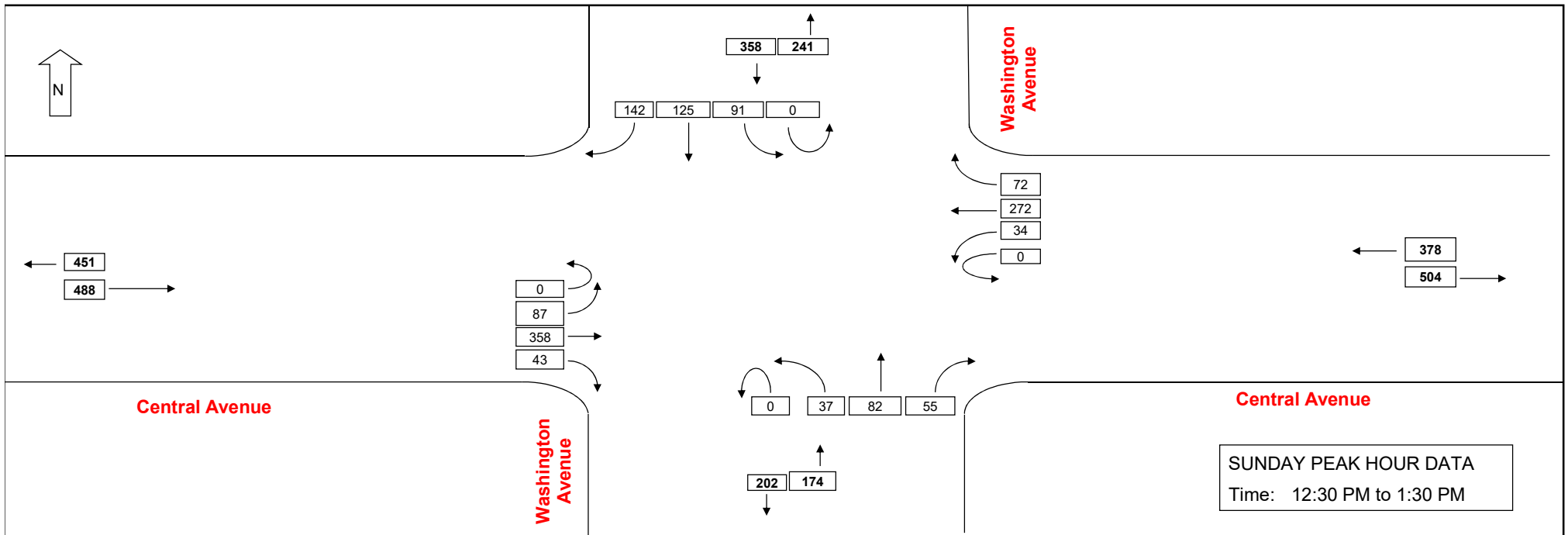
TRAFFIC VOLUME DATA

Central Avenue at Washington Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	12	79	5	96	0	7	53	15	75	0	5	18	5	28	0	20	13	28	61	260		
10:15 AM	0	27	100	3	130	0	3	62	15	80	0	9	21	11	41	0	23	23	24	70	321		
10:30 AM	0	17	101	8	126	0	4	55	16	75	0	1	27	7	35	0	15	19	34	68	304		
10:45 AM	0	24	86	9	119	0	6	60	8	74	0	4	18	10	32	0	20	25	32	77	302	1,187	
11:00 AM	0	24	92	3	119	0	8	57	17	82	0	5	19	9	33	0	25	26	33	84	318	1,245	
11:15 AM	0	15	104	7	126	0	5	68	17	90	0	7	26	11	44	0	19	27	30	76	336	1,260	
11:30 AM	0	12	108	10	130	1	6	68	18	93	0	7	24	8	39	0	27	25	42	94	356	1,312	
11:45 AM	0	23	86	11	120	0	4	70	17	91	0	7	15	10	32	0	26	26	48	100	343	1,353	
12:00 PM	0	29	97	7	133	0	8	55	12	75	0	10	19	2	31	0	25	35	33	93	332	1,367	
12:15 PM	0	13	102	10	125	0	4	74	25	103	0	10	15	7	32	0	15	35	31	81	341	1,372	
12:30 PM	0	18	100	9	127	0	7	70	12	89	0	5	23	9	37	0	21	31	39	91	344	1,360	
12:45 PM	0	28	74	15	117	0	9	58	16	83	0	4	28	15	47	0	26	31	30	87	334	1,351	
1:00 PM	0	23	87	10	120	0	7	74	21	102	0	13	14	17	44	0	23	36	41	100	366	1,385	
1:15 PM	0	18	97	9	124	0	11	70	23	104	0	15	17	14	46	0	21	27	32	80	354	1,398	
1:30 PM	0	13	104	12	129	0	9	58	17	84	0	10	24	11	45	0	20	28	36	84	342	1,396	
1:45 PM	0	21	91	3	115	0	11	66	16	93	0	9	12	7	28	0	17	23	36	76	312	1,374	
Peak Hour																							
12:30 PM to 1:30 PM	0	87	358	43	488	0	34	272	72	378	0	37	82	55	174	0	91	125	142	358	1,398		
PHF																							
% HV					1%					1%					1%						0%	0.95	



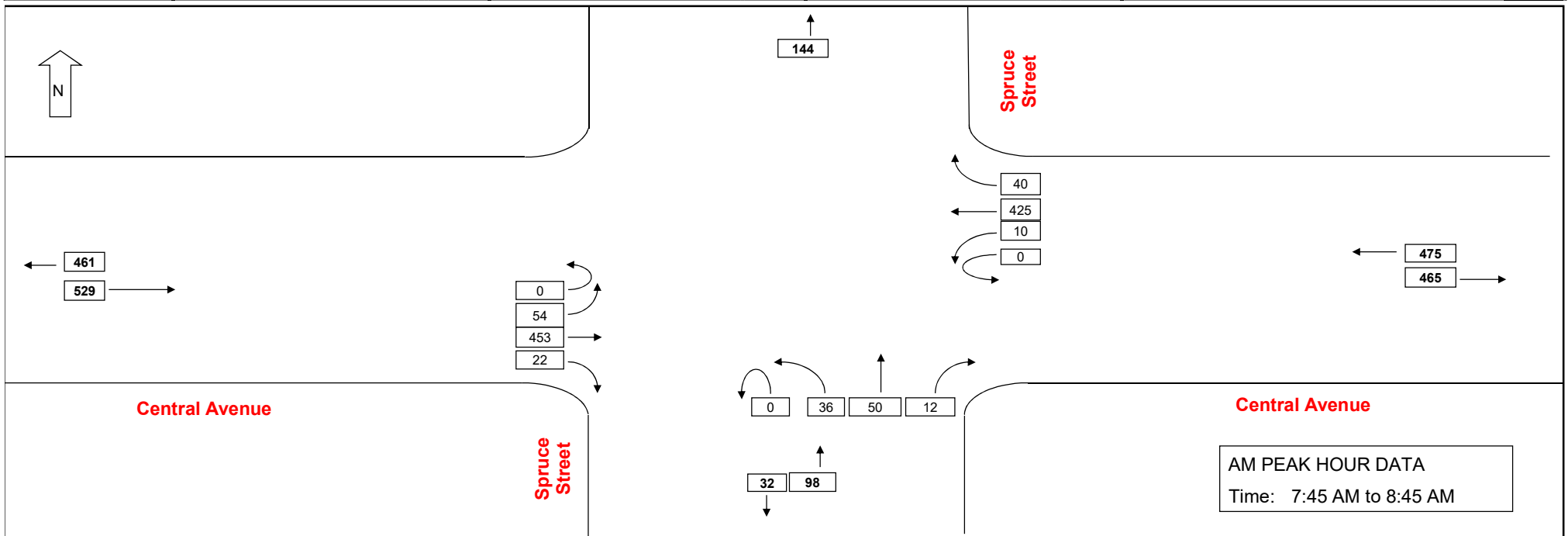
TRAFFIC VOLUME DATA

**Central Avenue at Spruce Street
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	7	47	4	58	0	0	40	3	43	0	4	5	3	12						113	
7:15 AM	0	5	51	0	56	0	1	44	5	50	0	3	8	0	11						117	
7:30 AM	0	4	77	1	82	0	0	79	6	85	0	7	7	4	18						185	
7:45 AM	0	15	117	8	140	0	2	105	8	115	0	10	13	4	27						282	697
8:00 AM	0	13	114	5	132	0	2	126	9	137	0	13	6	1	20						289	873
8:15 AM	0	17	119	6	142	0	3	96	12	111	0	2	13	1	16						269	1,025
8:30 AM	0	9	103	3	115	0	3	98	11	112	0	11	18	6	35						262	1,102
8:45 AM	0	11	100	6	117	0	0	115	18	133	0	14	13	2	29						279	1,099
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	54	453	22	529	0	10	425	40	475	0	36	50	12	98						1,102	0.95
					5%					7%					3%							



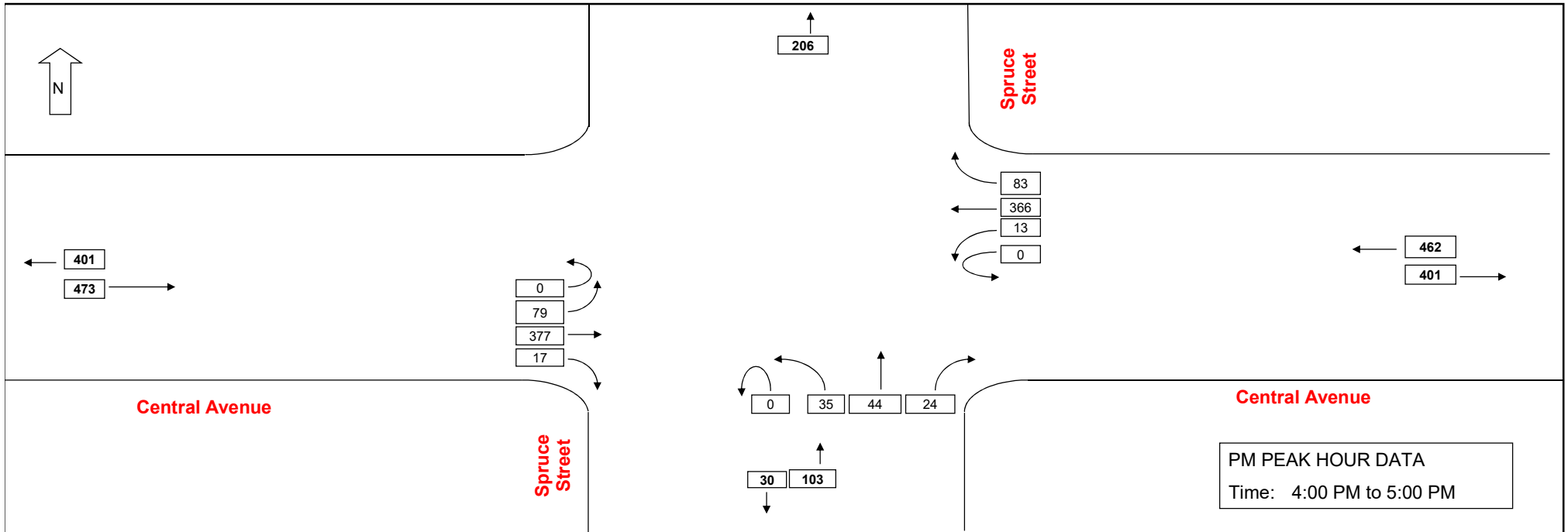
TRAFFIC VOLUME DATA

Central Avenue at Spruce Street
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	17	74	6	97	0	3	68	19	90	0	8	14	5	27						214		
2:15 PM	0	14	84	7	105	0	1	75	18	94	0	4	14	1	19						218		
2:30 PM	0	22	76	11	109	0	7	97	26	130	0	6	8	6	20						259		
2:45 PM	0	23	97	8	128	0	7	90	10	107	0	4	5	8	17						252	943	
3:00 PM	0	15	86	10	111	0	2	81	20	103	0	6	10	9	25						239	968	
3:15 PM	0	15	80	8	103	0	5	81	11	97	0	7	19	10	36						236	986	
3:30 PM	0	18	72	6	96	0	3	83	16	102	0	5	9	4	18						216	943	
3:45 PM	0	17	89	10	116	0	3	77	21	101	0	9	12	7	28						245	936	
4:00 PM	0	20	111	4	135	0	2	85	23	110	0	8	6	7	21						266	963	
4:15 PM	0	15	76	3	94	0	5	98	21	124	0	7	10	2	19						237	964	
4:30 PM	0	25	102	5	132	0	3	81	17	101	0	9	13	9	31						264	1,012	
4:45 PM	0	19	88	5	112	0	3	102	22	127	0	11	15	6	32						271	1,038	
5:00 PM	0	22	87	3	112	0	4	99	25	128	0	9	10	6	25						265	1,037	
5:15 PM	0	24	78	4	106	0	3	85	13	101	0	8	10	9	27						234	1,034	
5:30 PM	0	10	93	4	107	0	2	79	24	105	0	7	11	13	31						243	1,013	
5:45 PM	0	27	73	6	106	0	3	104	13	120	0	7	12	3	22						248	990	
6:00 PM	0	24	97	5	126	0	3	97	16	116	0	8	7	4	19						261	986	
6:15 PM	0	20	57	5	82	0	7	94	19	120	0	2	11	6	19						221	973	
Peak Hour 4:00 PM to 5:00 PM	0	79	377	17	473	0	13	366	83	462	0	35	44	24	103						1,038		
PHF																						0.96	
% HV					1%					4%					2%								



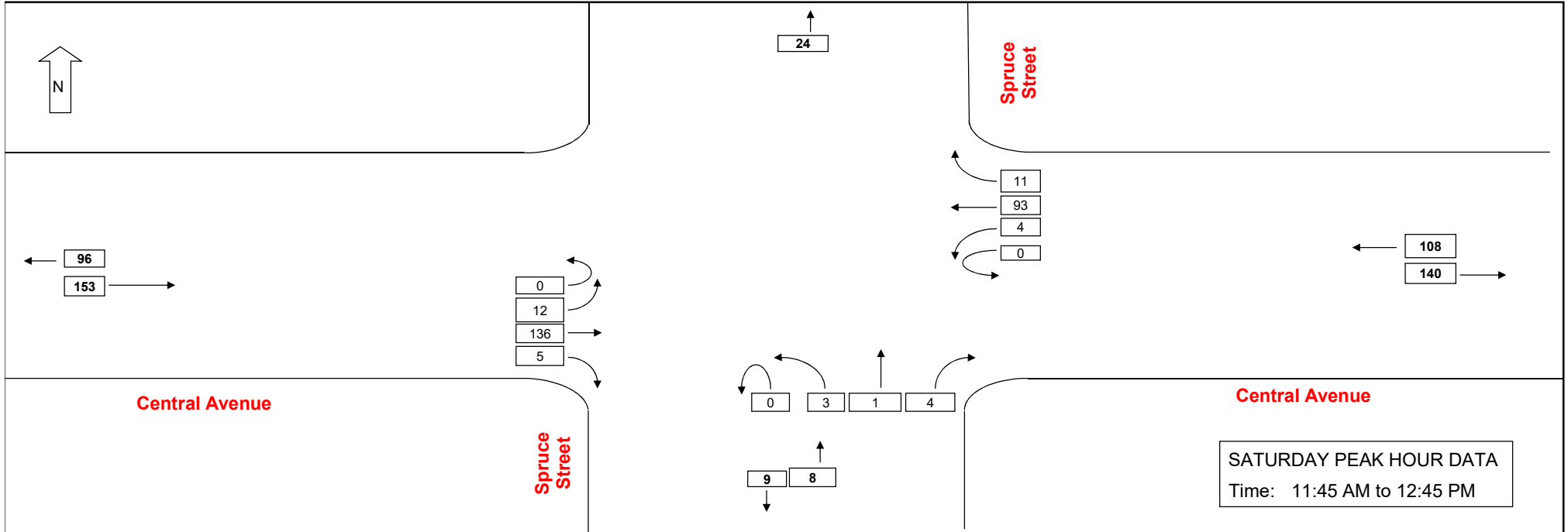
TRAFFIC VOLUME DATA

Central Avenue at Spruce Street
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	4	30	1	35	0	0	20	4	24	0	0	3	2	5						64		
10:15 AM	0	4	29	0	33	0	2	24	5	31	0	2	1	1	4						68		
10:30 AM	0	3	22	0	25	0	1	20	2	23	0	0	1	0	1						49		
10:45 AM	0	2	33	0	35	0	2	16	1	19	0	4	1	1	6						60	241	
11:00 AM	0	2	40	0	42	0	0	26	5	31	0	0	0	0	0						73	250	
11:15 AM	0	3	25	5	33	0	0	24	1	25	0	0	0	2	2						60	242	
11:30 AM	0	1	21	0	22	0	1	15	2	18	0	0	0	0	0						40	233	
11:45 AM	0	2	36	1	39	0	2	25	3	30	0	0	1	2	3						72	245	
12:00 PM	0	2	34	1	37	0	1	22	3	26	0	2	0	0	2						65	237	
12:15 PM	0	6	33	0	39	0	1	28	4	33	0	0	0	0	0						72	249	
12:30 PM	0	2	33	3	38	0	0	18	1	19	0	1	0	2	3						60	269	
12:45 PM	0	2	29	1	32	0	0	26	3	29	0	1	5	1	7						68	265	
1:00 PM	0	3	24	4	31	0	1	20	2	23	0	0	0	3	3						57	257	
1:15 PM	0	4	25	0	29	0	2	16	1	19	0	0	0	3	3						51	236	
1:30 PM	0	1	22	2	25	0	2	30	5	37	0	0	1	2	3						65	241	
1:45 PM	0	3	35	2	40	0	0	25	4	29	0	0	0	3	3						72	245	
Peak Hour 11:45 AM to 12:45 PM	0	12	136	5	153	0	4	93	11	108	0	3	1	4	8						269		
PHF					3%					3%					7%							0.93	



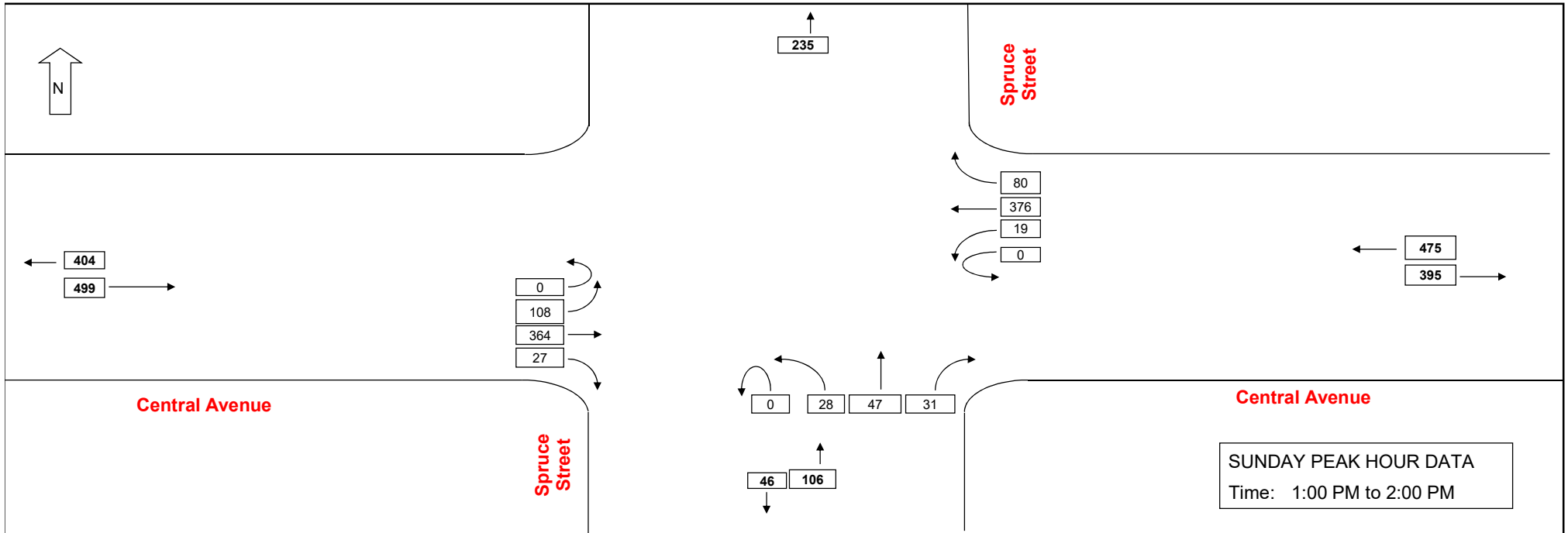
TRAFFIC VOLUME DATA

Central Avenue at Spruce Street
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	19	75	3	97	0	3	84	16	103	0	5	12	6	23						223		
10:15 AM	0	28	86	6	120	0	2	72	8	82	0	5	9	4	18						220		
10:30 AM	0	19	93	3	115	0	5	72	23	100	0	10	12	4	26						241		
10:45 AM	0	20	82	7	109	0	0	71	15	86	0	2	10	2	14						209	893	
11:00 AM	0	30	67	5	102	0	5	81	26	112	0	4	12	7	23						237	907	
11:15 AM	0	33	78	13	124	0	1	88	20	109	0	11	13	6	30						263	950	
11:30 AM	0	27	95	9	131	0	3	87	24	114	0	7	11	6	24						269	978	
11:45 AM	0	22	88	7	117	0	4	84	25	113	0	8	16	6	30						260	1,029	
12:00 PM	0	19	91	5	115	0	3	82	23	108	0	7	16	9	32						255	1,047	
12:15 PM	0	24	84	13	121	0	6	106	21	133	0	4	11	1	16						270	1,054	
12:30 PM	0	22	86	6	114	0	2	93	22	117	0	10	12	9	31						262	1,047	
12:45 PM	0	27	79	5	111	0	6	81	24	111	0	8	16	9	33						255	1,042	
1:00 PM	0	33	87	4	124	0	8	101	26	135	0	7	9	11	27						286	1,073	
1:15 PM	0	28	86	8	122	0	2	102	21	125	0	6	13	6	25						272	1,075	
1:30 PM	0	27	103	7	137	0	4	79	14	97	0	8	8	9	25						259	1,072	
1:45 PM	0	20	88	8	116	0	5	94	19	118	0	7	17	5	29						263	1,080	
Peak Hour 1:00 PM to 2:00 PM	0	108	364	27	499	0	19	376	80	475	0	28	47	31	106						1,080		
PHF					1%					1%					0%							0.94	



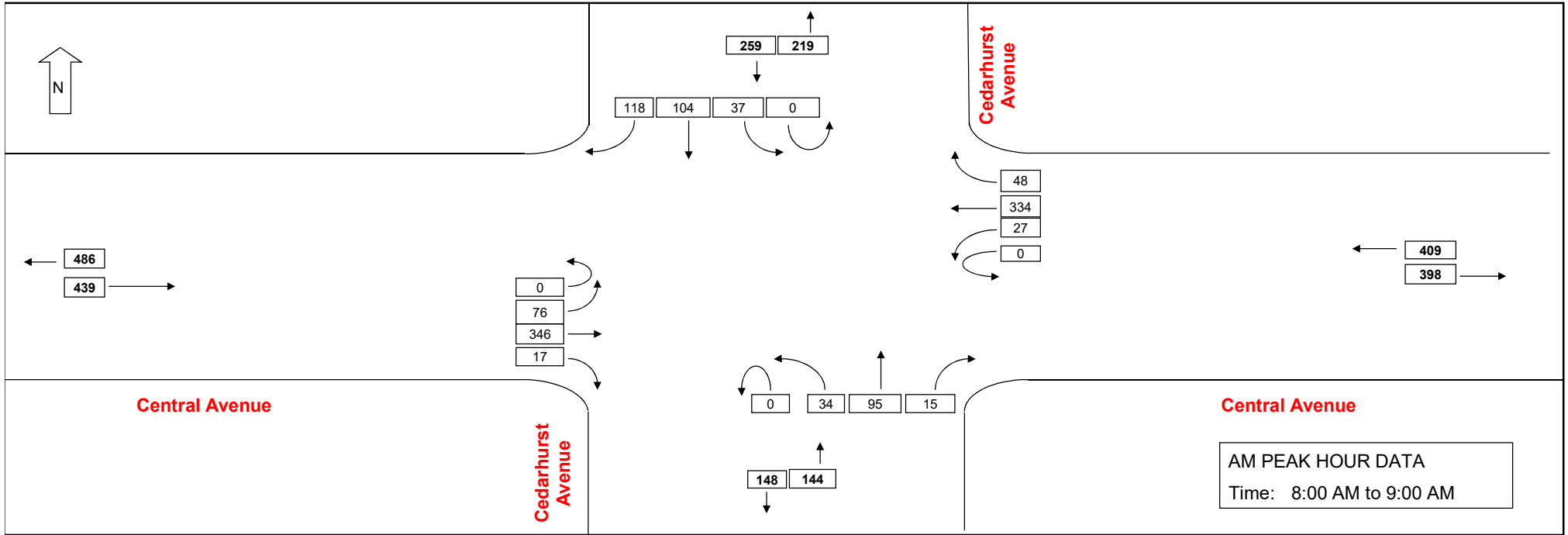
TRAFFIC VOLUME DATA

Central Avenue at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	6	50	0	56	0	1	31	4	36	0	4	12	3	19	0	6	4	5	15	126	
7:15 AM	0	6	37	4	47	0	2	34	8	44	0	2	9	3	14	0	7	12	15	34	139	
7:30 AM	0	11	65	5	81	0	1	66	6	73	0	5	14	0	19	0	5	8	16	29	202	
7:45 AM	0	19	94	8	121	0	4	89	16	109	0	10	20	5	35	0	8	23	21	52	317	784
8:00 AM	0	18	89	4	111	0	3	95	16	114	0	8	26	1	35	0	11	24	28	63	323	981
8:15 AM	0	21	93	4	118	0	8	77	11	96	0	5	21	3	29	0	10	22	34	66	309	1,151
8:30 AM	0	22	81	4	107	0	5	76	10	91	0	15	21	5	41	0	5	31	18	54	293	1,242
8:45 AM	0	15	83	5	103	0	11	86	11	108	0	6	27	6	39	0	11	27	38	76	326	1,251
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	76	346	17	439	0	27	334	48	409	0	34	95	15	144	0	37	104	118	259	1,251	0.96



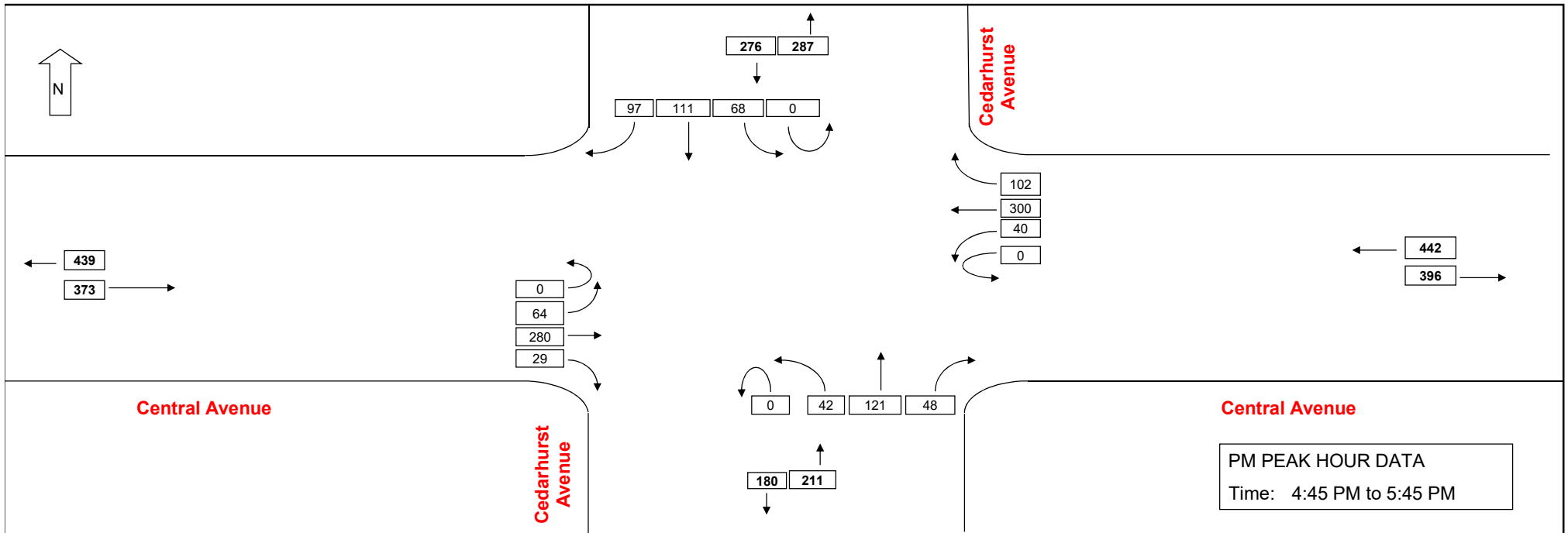
TRAFFIC VOLUME DATA

Central Avenue at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	9	61	10	80	0	3	52	21	76	0	7	17	6	30	0	9	16	31	56	242		
2:15 PM	0	19	63	5	87	0	8	55	20	83	0	12	22	8	42	0	18	25	29	72	284		
2:30 PM	0	18	57	4	79	0	11	84	14	109	0	15	23	9	47	0	14	27	33	74	309		
2:45 PM	0	17	77	4	98	0	3	51	19	73	0	15	21	1	37	0	16	26	37	79	287	1,122	
3:00 PM	0	19	66	7	92	0	5	66	15	86	0	11	18	10	39	0	14	22	23	59	276	1,156	
3:15 PM	0	20	62	8	90	0	5	70	10	85	0	5	20	9	34	0	8	29	33	70	279	1,151	
3:30 PM	0	21	47	4	72	0	4	73	23	100	0	10	26	10	46	0	8	34	25	67	285	1,127	
3:45 PM	0	12	73	4	89	0	6	68	14	88	0	11	27	11	49	0	11	30	24	65	291	1,131	
4:00 PM	0	19	91	8	118	0	7	66	17	90	0	14	24	7	45	0	18	27	28	73	326	1,181	
4:15 PM	0	20	55	5	80	0	3	87	21	111	0	11	25	11	47	0	12	32	23	67	305	1,207	
4:30 PM	0	15	81	5	101	0	6	71	20	97	0	8	28	5	41	0	14	25	27	66	305	1,227	
4:45 PM	0	22	65	8	95	0	15	84	22	121	0	8	30	9	47	0	19	24	23	66	329	1,265	
5:00 PM	0	19	69	8	96	0	3	81	27	111	0	19	33	17	69	0	20	28	29	77	353	1,292	
5:15 PM	0	13	62	5	80	0	12	58	21	91	0	5	28	10	43	0	12	33	27	72	286	1,273	
5:30 PM	0	10	84	8	102	0	10	77	32	119	0	10	30	12	52	0	17	26	18	61	334	1,302	
5:45 PM	0	14	63	5	82	0	5	75	26	106	0	12	32	7	51	0	16	31	35	82	321	1,294	
6:00 PM	0	21	67	5	93	0	5	73	18	96	0	10	29	10	49	0	13	34	24	71	309	1,250	
6:15 PM	0	14	48	6	68	0	4	74	17	95	0	9	24	5	38	0	18	25	33	76	277	1,241	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	64	280	29	373	0	40	300	102	442	0	42	121	48	211	0	68	111	97	276	1,302	0.92	
					1%					2%					3%						4%		



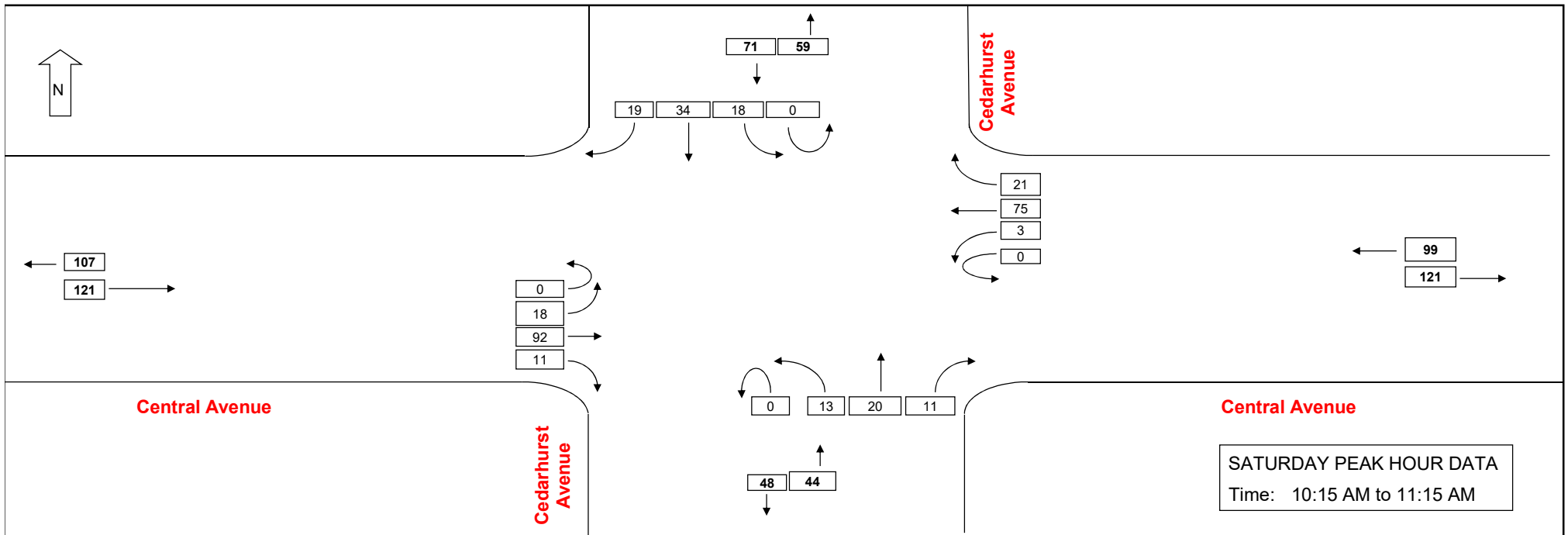
TRAFFIC VOLUME DATA

Central Avenue at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	2	31	2	35	0	1	16	0	17	0	4	5	0	9	0	2	5	6	13	74	
10:15 AM	0	5	20	2	27	0	2	26	2	30	0	0	3	1	4	0	4	13	4	21	82	
10:30 AM	0	4	20	0	24	0	0	14	2	16	0	3	6	2	11	0	2	7	3	12	63	
10:45 AM	0	5	22	5	32	0	1	15	5	21	0	3	3	4	10	0	6	4	6	16	79	298
11:00 AM	0	4	30	4	38	0	0	20	12	32	0	7	8	4	19	0	6	10	6	22	111	335
11:15 AM	0	3	23	2	28	0	0	19	4	23	0	2	7	1	10	0	2	2	3	7	68	321
11:30 AM	0	2	17	2	21	0	1	17	4	22	0	0	2	0	2	0	4	2	4	10	55	313
11:45 AM	0	6	28	3	37	0	1	18	4	23	0	3	4	2	9	0	2	5	8	15	84	318
12:00 PM	0	5	20	0	25	0	1	8	4	13	0	4	4	3	11	0	2	8	10	20	69	276
12:15 PM	0	6	27	2	35	0	0	17	7	24	0	5	5	0	10	0	1	2	7	10	79	287
12:30 PM	0	6	28	2	36	0	0	10	4	14	0	4	2	0	6	0	2	5	4	11	67	299
12:45 PM	0	6	21	1	28	0	0	24	3	27	0	3	6	3	12	0	1	7	5	13	80	295
1:00 PM	0	7	15	1	23	0	3	15	3	21	0	5	7	2	14	0	3	3	4	10	68	294
1:15 PM	0	6	17	4	27	0	0	16	3	19	0	2	6	3	11	0	1	6	7	14	71	286
1:30 PM	0	3	17	1	21	1	2	21	2	26	0	2	4	4	10	0	1	3	6	10	67	286
1:45 PM	0	5	31	0	36	0	0	20	2	22	0	4	6	1	11	0	2	5	8	15	84	290
Peak Hour 10:15 AM to 11:15 AM PHF % HV	0	18	92	11	121	0	3	75	21	99	0	13	20	11	44	0	18	34	19	71	335	
					3%					5%					1%					2%	0.75	



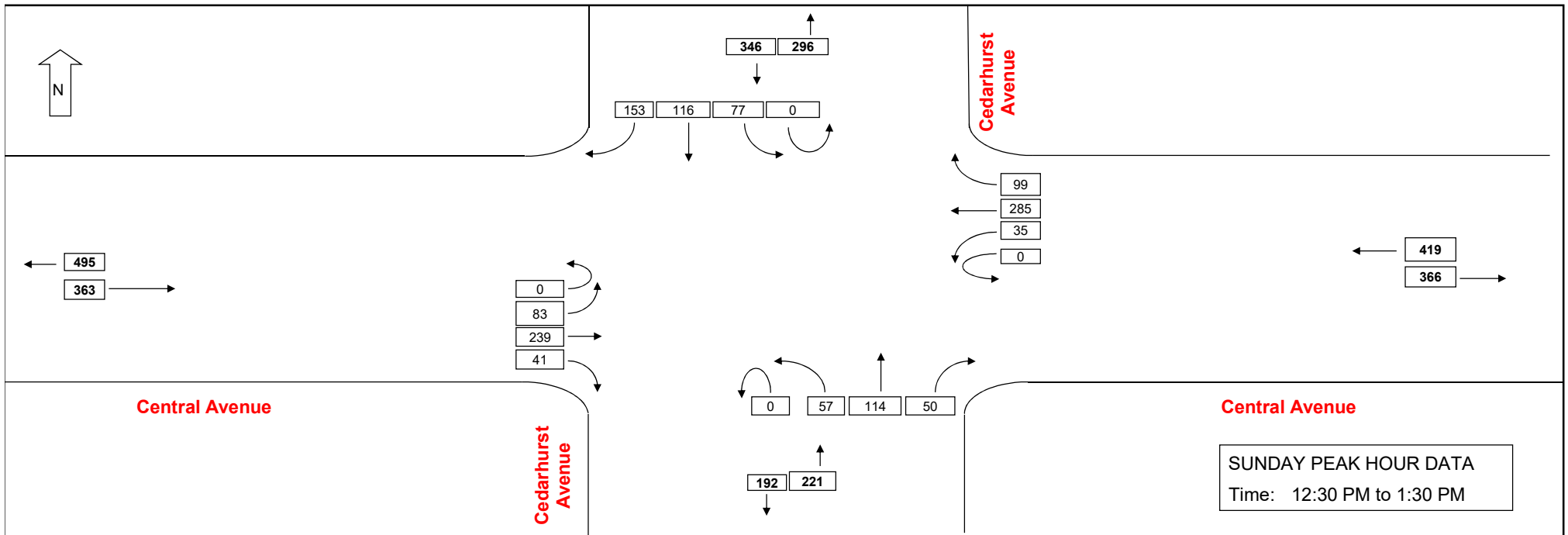
TRAFFIC VOLUME DATA

Central Avenue at Cedarhurst Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	10	57	6	73	0	6	60	14	80	0	17	17	4	38	0	9	18	33	60	251	
10:15 AM	0	19	62	5	86	0	5	52	18	75	0	7	22	3	32	0	10	18	24	52	245	
10:30 AM	0	14	60	9	83	0	8	62	18	88	0	11	22	4	37	0	11	14	28	53	261	
10:45 AM	0	13	58	8	79	0	5	49	23	77	0	11	29	12	52	0	17	27	27	71	279	1,036
11:00 AM	0	19	51	4	74	0	10	86	16	112	0	13	21	4	38	1	17	19	9	46	270	1,055
11:15 AM	0	26	50	7	83	0	11	49	14	74	0	21	31	12	64	0	9	19	25	53	274	1,084
11:30 AM	0	13	62	18	93	0	3	64	17	84	0	16	20	10	46	0	18	23	37	78	301	1,124
11:45 AM	0	13	71	7	91	0	5	64	20	89	0	5	16	8	29	0	15	32	37	84	293	1,138
12:00 PM	0	16	64	7	87	0	8	52	18	78	0	14	41	7	62	0	17	31	47	95	322	1,190
12:15 PM	0	15	56	6	77	0	8	80	36	124	0	19	25	6	50	0	14	28	27	69	320	1,236
12:30 PM	0	21	63	12	96	0	13	75	26	114	0	12	27	8	47	0	20	19	31	70	327	1,262
12:45 PM	0	22	54	9	85	0	6	62	23	91	0	13	23	14	50	0	20	30	35	85	311	1,280
1:00 PM	0	19	56	11	86	0	6	74	27	107	0	18	37	15	70	0	23	32	47	102	365	1,323
1:15 PM	0	21	66	9	96	0	10	74	23	107	0	14	27	13	54	0	14	35	40	89	346	1,349
1:30 PM	0	19	71	4	94	0	5	57	30	92	0	6	19	10	35	1	16	31	35	83	304	1,326
1:45 PM	0	23	67	12	102	0	7	64	23	94	0	16	25	15	56	0	12	14	37	63	315	1,330
Peak Hour 12:30 PM to 1:30 PM	0	83	239	41	363	0	35	285	99	419	0	57	114	50	221	0	77	116	153	346	1,349	
PHF					1%					1%					1%					0%	0.92	



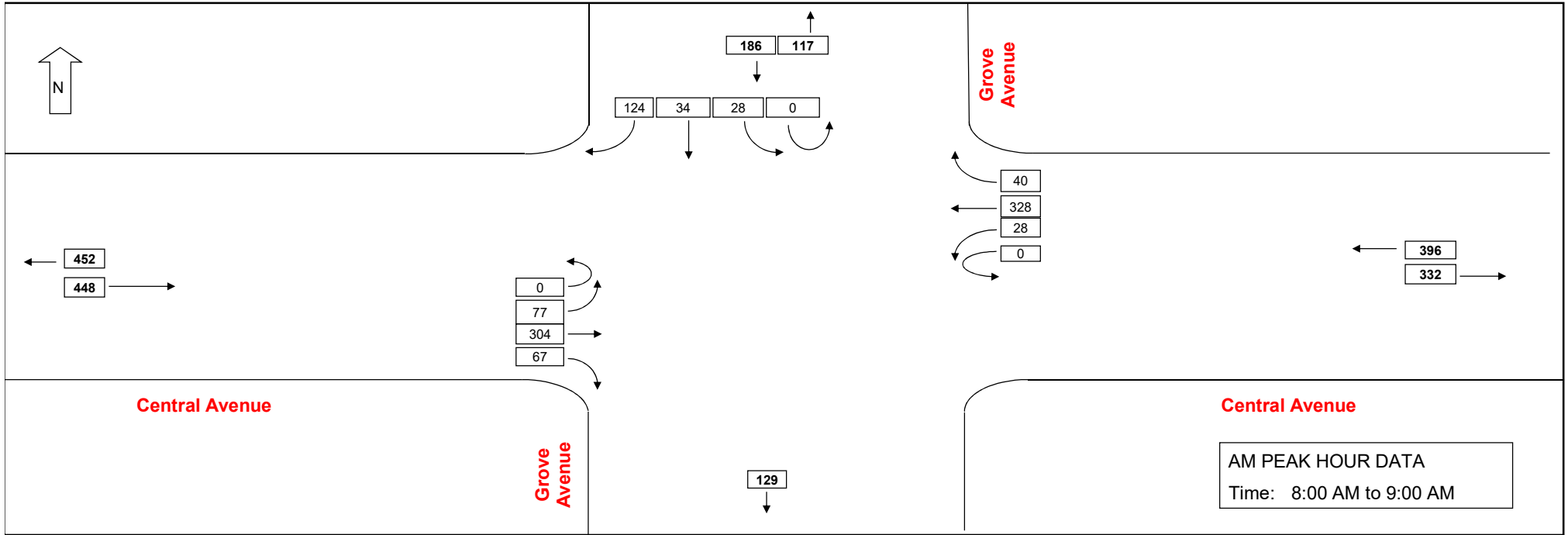
TRAFFIC VOLUME DATA

Central Avenue at Grove Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	11	44	1	56	0	1	26	3	30						0	7	0	7	14	100	
7:15 AM	0	10	36	4	50	0	2	28	9	39						0	3	6	19	28	117	
7:30 AM	0	12	40	5	57	0	2	68	6	76						0	6	4	21	31	164	
7:45 AM	0	17	79	11	107	0	6	91	9	106						0	3	7	33	43	256	
8:00 AM	0	27	86	11	124	0	6	96	15	117						0	9	8	33	50	828	
8:15 AM	0	18	77	13	108	0	12	74	7	93						0	6	8	28	42	243	
8:30 AM	0	15	73	23	111	0	5	71	9	85						0	3	8	25	36	1,022	
8:45 AM	0	17	68	20	105	0	5	87	9	101						0	10	10	38	58	264	
Peak Hour 8:00 AM to 9:00 AM	0	77	304	67	448	0	28	328	40	396						0	28	34	124	186	1,030	
PHF					5%					3%										7%	0.88	



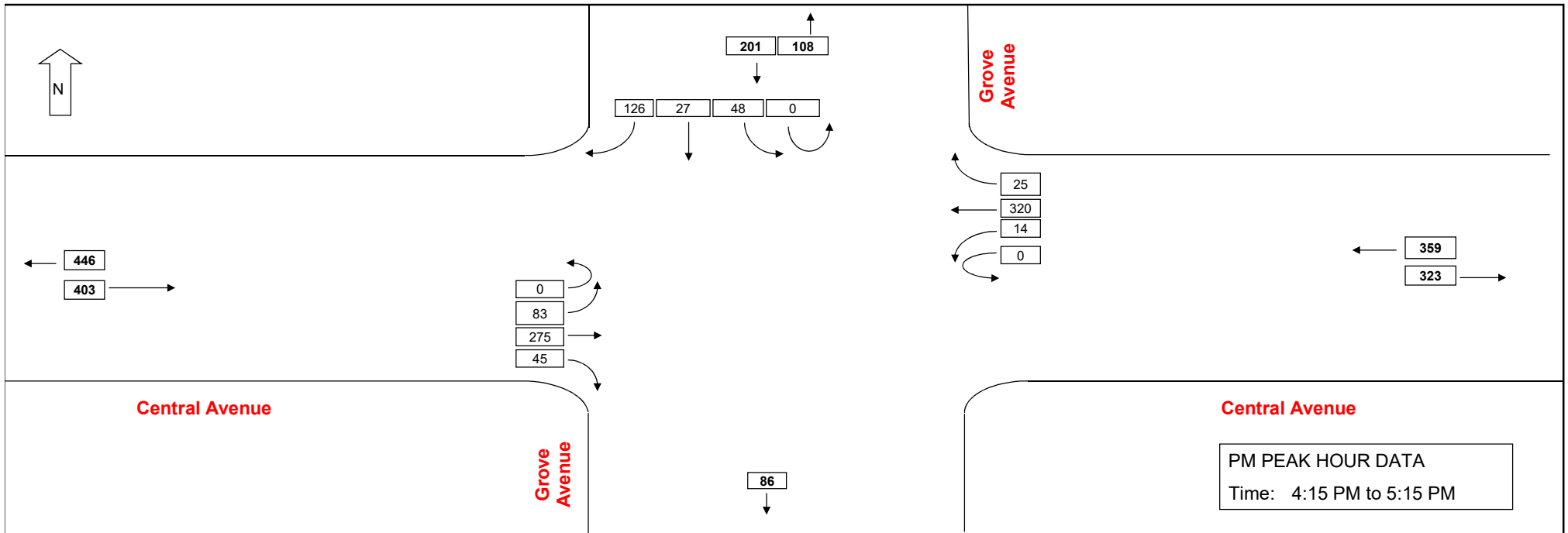
TRAFFIC VOLUME DATA

Central Avenue at Grove Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	22	56	2	80	0	2	52	6	60						0	8	3	12	23	163		
2:15 PM	0	16	58	4	78	0	2	74	11	87						0	5	5	16	26	191		
2:30 PM	0	16	57	2	75	0	3	77	13	93						0	11	3	15	29	197		
2:45 PM	0	23	65	7	95	0	3	52	12	67						0	10	4	15	29	191	742	
3:00 PM	0	18	50	11	79	0	4	62	7	73						0	8	13	15	36	188	767	
3:15 PM	0	17	56	5	78	0	7	69	7	83						0	5	3	21	29	190	766	
3:30 PM	0	13	56	10	79	0	2	70	7	79						0	10	10	22	42	200	769	
3:45 PM	0	16	58	9	83	0	2	60	4	66						0	7	12	18	37	186	764	
4:00 PM	0	18	88	12	118	0	2	68	8	78						0	8	10	26	44	240	816	
4:15 PM	0	18	62	14	94	0	4	71	9	84						0	14	6	25	45	223	849	
4:30 PM	0	27	62	8	97	0	3	92	2	97						0	14	4	28	46	240	889	
4:45 PM	0	17	68	9	94	0	2	78	10	90						0	10	13	40	63	247	950	
5:00 PM	0	21	83	14	118	0	5	79	4	88						0	10	4	33	47	253	963	
5:15 PM	0	13	69	7	89	0	3	68	9	80						0	21	5	23	49	218	958	
5:30 PM	0	14	77	6	97	0	1	90	6	97						0	13	5	23	41	235	953	
5:45 PM	0	16	66	2	84	0	2	69	6	77						0	12	11	21	44	205	911	
6:00 PM	0	10	59	3	72	0	1	60	6	67						0	10	8	33	51	190	848	
6:15 PM	0	7	48	7	62	0	0	81	3	84						0	11	9	19	39	185	815	
Peak Hour 4:15 PM to 5:15 PM PHF % HV	0	83	275	45	403	0	14	320	25	359						0	48	27	126	201	963		
					4%					2%										7%		0.95	



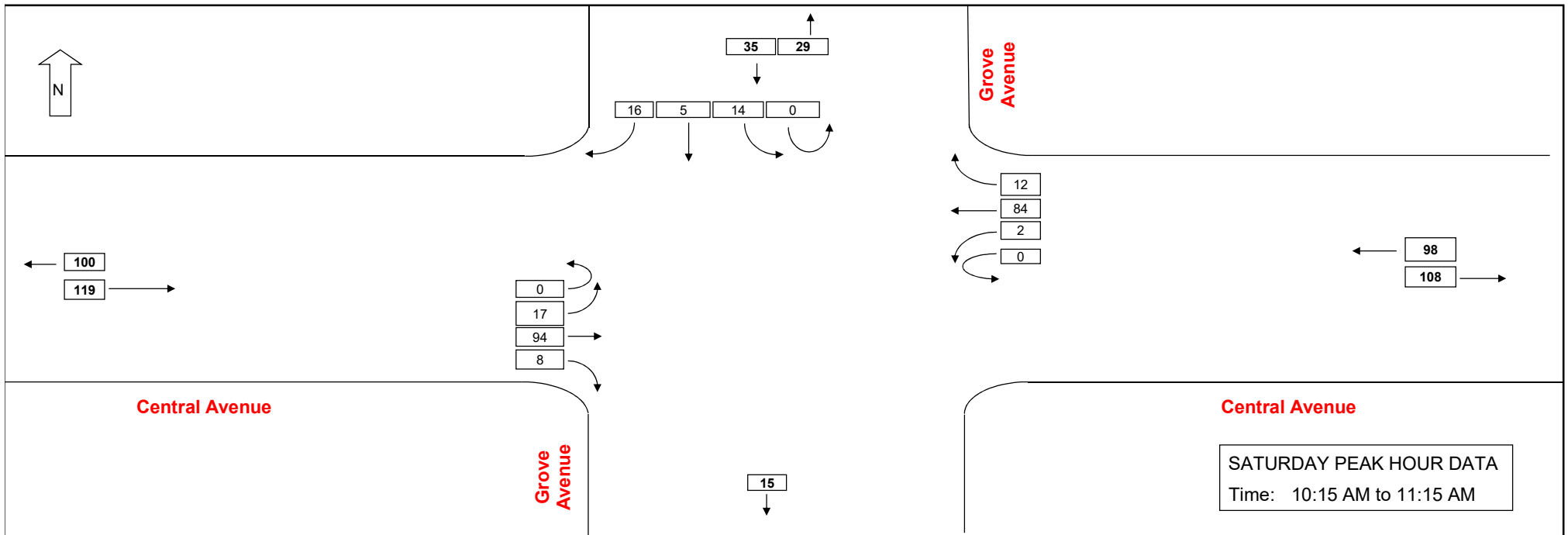
TRAFFIC VOLUME DATA

Central Avenue at Grove Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	3	27	1	31	0	1	16	2	19						0	3	1	5	9	59	
10:15 AM	0	6	19	3	28	0	1	23	5	29						0	4	0	6	10	67	
10:30 AM	0	3	21	2	26	0	1	15	3	19						0	4	2	2	8	53	
10:45 AM	0	4	24	1	29	0	0	19	2	21						0	1	2	3	6	56	
11:00 AM	0	4	30	2	36	0	0	27	2	29						0	5	1	5	11	76	
11:15 AM	0	3	23	0	26	0	1	21	3	25						0	0	3	2	5	56	
11:30 AM	0	4	19	0	23	0	1	19	5	25						0	1	4	3	8	56	
11:45 AM	0	1	30	0	31	0	2	18	2	22						0	1	0	5	6	59	
12:00 PM	0	2	29	0	31	0	2	15	2	19						0	12	2	2	16	66	
12:15 PM	0	7	22	1	30	0	1	13	6	20						0	5	2	5	12	62	
12:30 PM	0	3	29	1	33	0	0	12	3	15						0	3	3	6	12	60	
12:45 PM	0	3	25	1	29	0	1	20	1	22						0	2	1	8	11	62	
1:00 PM	0	2	18	1	21	0	1	19	5	25						0	3	1	3	7	53	
1:15 PM	0	3	22	1	26	1	1	16	6	24						0	4	2	3	9	59	
1:30 PM	0	4	21	0	25	0	0	27	4	31						0	2	1	5	8	64	
1:45 PM	0	3	29	0	32	0	1	22	1	24						0	5	0	5	10	66	
Peak Hour 10:15 AM to 11:15 AM PHF % HV	0	17	94	8	119	0	2	84	12	98						0	14	5	16	35	252	
					3%					5%										6%	0.83	



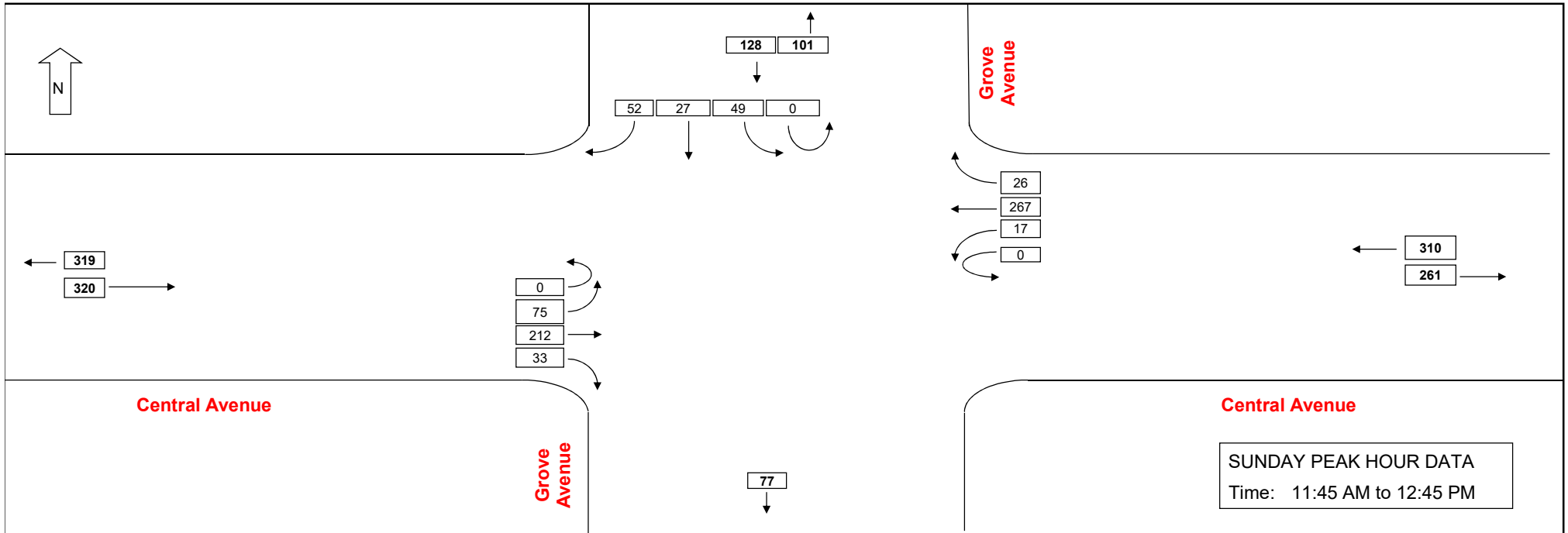
TRAFFIC VOLUME DATA

Central Avenue at Grove Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	12	41	2	55	0	1	68	3	72						0	13	5	9	27	154		
10:15 AM	0	18	61	7	86	0	2	69	4	75						0	7	1	8	16	177		
10:30 AM	0	13	56	10	79	0	4	59	8	71						0	12	8	14	34	184		
10:45 AM	0	15	62	3	80	0	1	53	8	62						0	14	8	17	39	181	696	
11:00 AM	0	13	33	4	50	0	0	71	10	81						0	7	4	11	22	153	695	
11:15 AM	0	18	45	4	67	0	2	62	4	68						0	5	6	13	24	159	677	
11:30 AM	0	12	47	1	60	0	1	63	5	69						0	7	2	17	26	155	648	
11:45 AM	0	12	49	12	73	0	6	77	13	96						0	8	8	27	43	212	679	
12:00 PM	0	24	67	10	101	0	2	60	4	66						0	7	3	4	14	181	707	
12:15 PM	0	17	44	5	66	0	6	81	2	89						0	17	9	7	33	188	736	
12:30 PM	0	22	52	6	80	0	3	49	7	59						0	17	7	14	38	177	758	
12:45 PM	0	13	54	2	69	0	1	83	1	85						0	8	4	13	25	179	725	
1:00 PM	0	21	49	4	74	0	0	52	2	54						0	14	6	9	29	157	701	
1:15 PM	0	11	46	4	61	0	3	65	4	72						0	8	2	13	23	156	669	
1:30 PM	0	15	49	8	72	0	1	45	5	51						0	8	5	14	27	150	642	
1:45 PM	0	11	45	3	59	0	1	48	0	49						0	10	2	10	22	130	593	
Peak Hour 11:45 AM to 12:45 PM PHF % HV	0	75	212	33	320	0	17	267	26	310						0	49	27	52	128	758	0.89	
					1%					1%											0%		



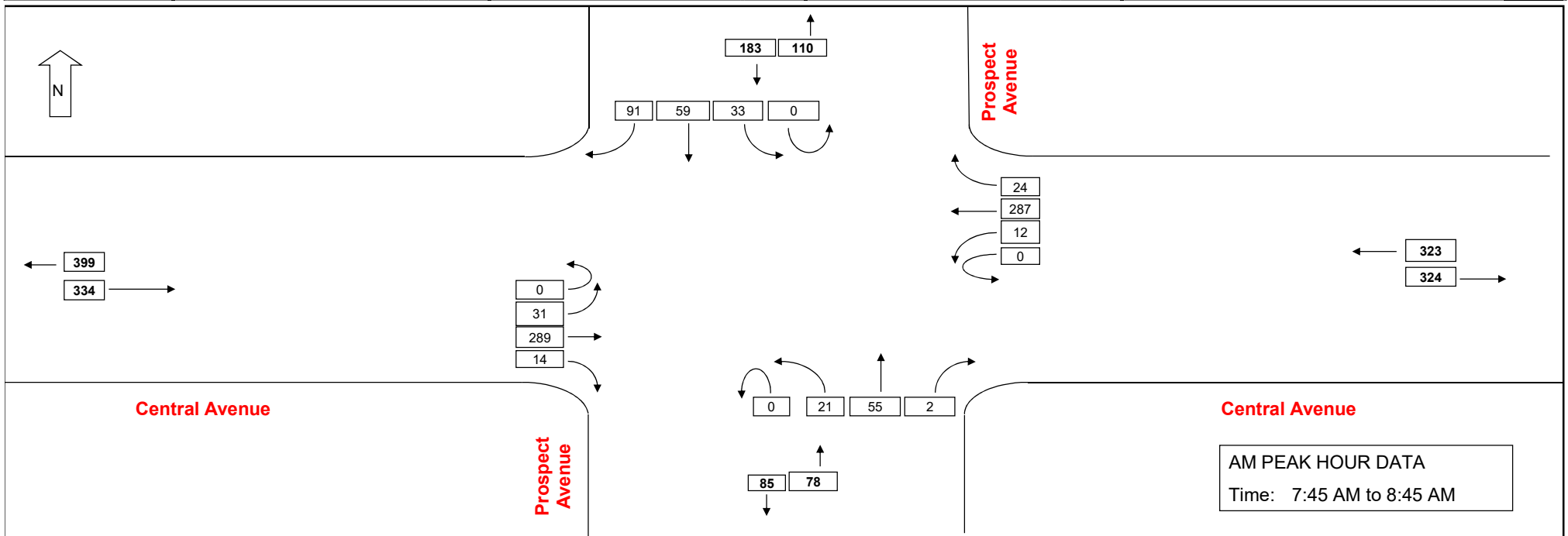
TRAFFIC VOLUME DATA

**Central Avenue at Prospect Avenue
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	4	43	3	50	0	0	24	2	26	0	2	4	1	7	0	2	2	6	10	93	
7:15 AM	0	2	37	0	39	0	3	22	2	27	0	3	4	1	8	0	4	11	12	27	101	
7:30 AM	0	1	40	1	42	0	2	63	8	73	0	4	7	0	11	0	3	8	8	19	145	
7:45 AM	0	9	68	5	82	0	4	86	9	99	0	4	12	1	17	0	8	16	21	45	243	582
8:00 AM	0	10	79	7	96	0	3	82	6	91	0	4	17	0	21	0	10	14	26	50	258	747
8:15 AM	0	9	73	1	83	0	2	51	6	59	0	9	11	0	20	0	7	16	31	54	216	862
8:30 AM	0	3	69	1	73	0	3	68	3	74	0	4	15	1	20	0	8	13	13	34	201	918
8:45 AM	0	8	67	0	75	0	2	72	2	76	0	5	16	3	24	0	12	13	20	45	220	895
Peak Hour 7:45 AM to 8:45 AM PHF % HV	0	31	289	14	334	0	12	287	24	323	0	21	55	2	78	0	33	59	91	183	918	0.89
					6%					6%				8%						7%		



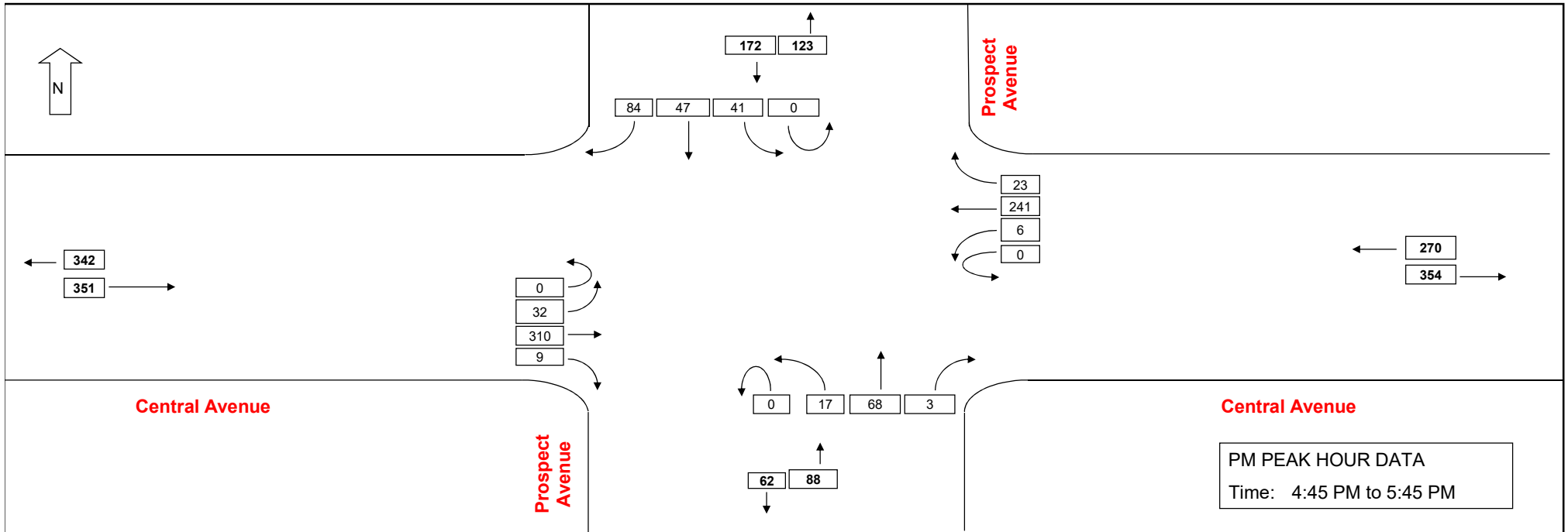
TRAFFIC VOLUME DATA

Central Avenue at Prospect Avenue
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
2:00 PM	1	7	52	5	65	0	1	38	7	46	0	4	16	2	22	0	13	12	13	38	171	
2:15 PM	0	8	52	2	62	0	1	57	10	68	0	12	6	1	19	0	4	19	19	42	191	
2:30 PM	0	8	56	5	69	0	2	60	5	67	0	8	10	1	19	0	11	16	14	41	196	
2:45 PM	2	14	57	0	73	0	2	44	4	50	0	7	7	0	14	0	11	11	11	33	170	728
3:00 PM	0	11	46	5	62	0	1	49	2	52	0	5	7	2	14	0	11	10	17	38	166	723
3:15 PM	0	6	49	5	60	0	1	60	4	65	0	5	6	1	12	0	8	15	19	42	179	711
3:30 PM	0	7	59	3	69	0	0	51	4	55	0	6	13	1	20	0	6	11	16	33	177	692
3:45 PM	0	7	55	1	63	0	2	43	6	51	0	6	12	1	19	0	8	8	19	35	168	690
4:00 PM	1	8	74	3	86	0	0	50	4	54	0	4	17	4	25	0	13	7	14	34	199	723
4:15 PM	1	6	77	3	87	0	3	49	5	57	0	6	14	0	20	0	10	10	24	44	208	752
4:30 PM	0	8	61	4	73	0	0	64	7	71	0	2	8	0	10	0	11	10	32	53	207	782
4:45 PM	0	8	71	1	80	0	2	59	7	68	0	2	14	0	16	0	12	10	27	49	213	827
5:00 PM	0	8	83	0	91	0	2	61	4	67	0	7	24	1	32	0	14	14	17	45	235	863
5:15 PM	0	9	77	3	89	0	1	53	6	60	0	2	21	2	25	0	10	16	20	46	220	875
5:30 PM	0	7	79	5	91	0	1	68	6	75	0	6	9	0	15	0	5	7	20	32	213	881
5:45 PM	0	5	64	0	69	0	2	53	5	60	0	7	16	2	25	0	6	8	14	28	182	850
6:00 PM	0	7	59	3	69	0	1	48	3	52	0	4	12	2	18	0	11	9	13	33	172	787
6:15 PM	0	8	51	3	62	0	2	62	7	71	0	1	9	1	11	0	10	8	20	38	182	749
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	32	310	9	351	0	6	241	23	270	0	17	68	3	88	0	41	47	84	172	881	0.94
					3%					5%					6%					2%		



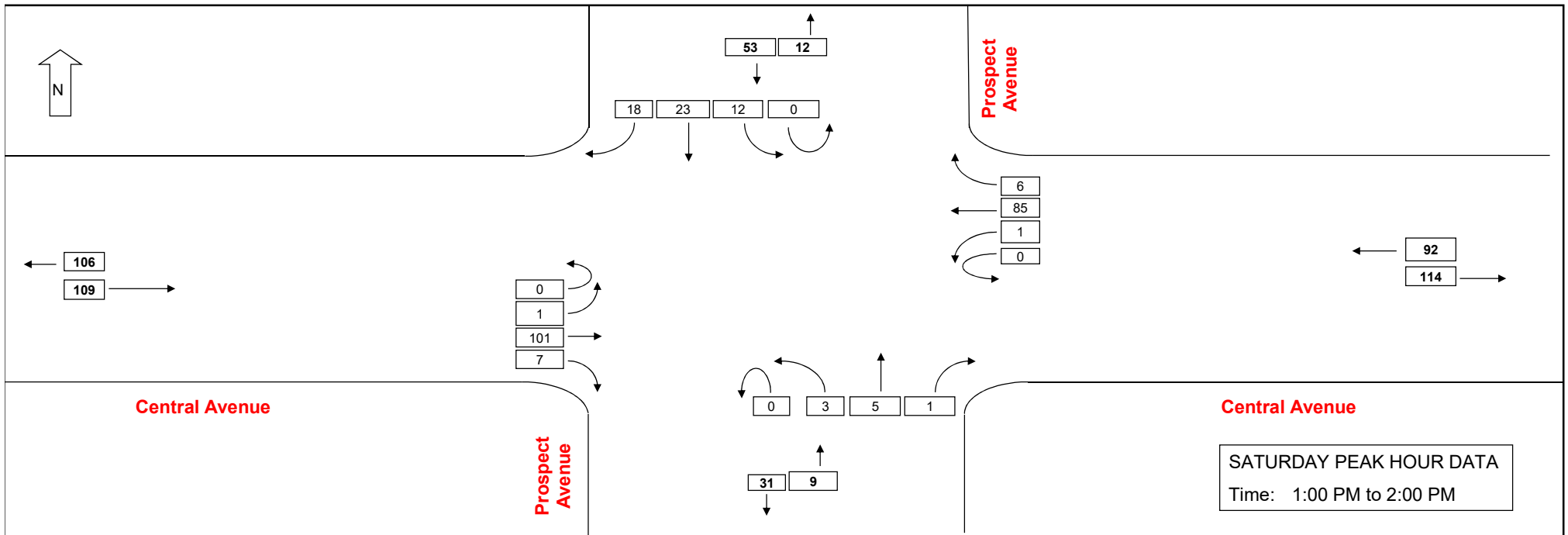
TRAFFIC VOLUME DATA

Central Avenue at Prospect Avenue
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	1	28	0	29	0	0	13	0	13	0	2	0	0	2	0	4	2	3	9	53	
10:15 AM	0	0	20	2	22	0	0	21	2	23	0	2	2	0	4	0	1	7	5	13	62	
10:30 AM	0	0	23	1	24	0	0	13	0	13	0	0	4	0	4	0	0	4	3	7	48	
10:45 AM	0	1	24	0	25	0	0	13	4	17	0	1	1	0	2	0	6	3	6	15	59	222
11:00 AM	1	0	32	2	35	0	0	19	0	19	0	2	1	1	4	0	2	4	4	10	68	237
11:15 AM	0	0	23	1	24	0	0	17	0	17	0	3	2	0	5	0	7	2	8	17	63	238
11:30 AM	1	2	16	0	19	0	0	18	0	18	0	1	4	0	5	0	1	9	7	17	59	249
11:45 AM	0	1	30	0	31	0	0	15	0	15	0	3	4	0	7	0	2	9	3	14	67	257
12:00 PM	0	1	35	1	37	0	0	14	1	15	0	2	4	1	7	0	3	7	4	14	73	262
12:15 PM	1	1	23	1	26	0	0	14	0	14	0	3	3	0	6	0	3	2	2	7	53	252
12:30 PM	0	7	21	1	29	0	0	9	2	11	0	3	2	0	5	0	8	8	2	18	63	256
12:45 PM	0	3	26	1	30	0	0	16	1	17	0	0	5	1	6	0	1	5	4	10	63	252
1:00 PM	0	0	22	0	22	0	0	20	2	22	0	0	0	0	0	0	2	10	4	16	60	239
1:15 PM	0	1	24	2	27	0	0	22	1	23	0	0	1	1	2	0	2	5	5	12	64	250
1:30 PM	0	0	20	3	23	0	0	27	2	29	0	0	3	0	3	0	3	3	3	9	64	251
1:45 PM	0	0	35	2	37	0	1	16	1	18	0	3	1	0	4	0	5	5	6	16	75	263
Peak Hour 1:00 PM to 2:00 PM PHF % HV	0	1	101	7	109	0	1	85	6	92	0	3	5	1	9	0	12	23	18	53	263	0.88
					3%					4%					8%					3%		



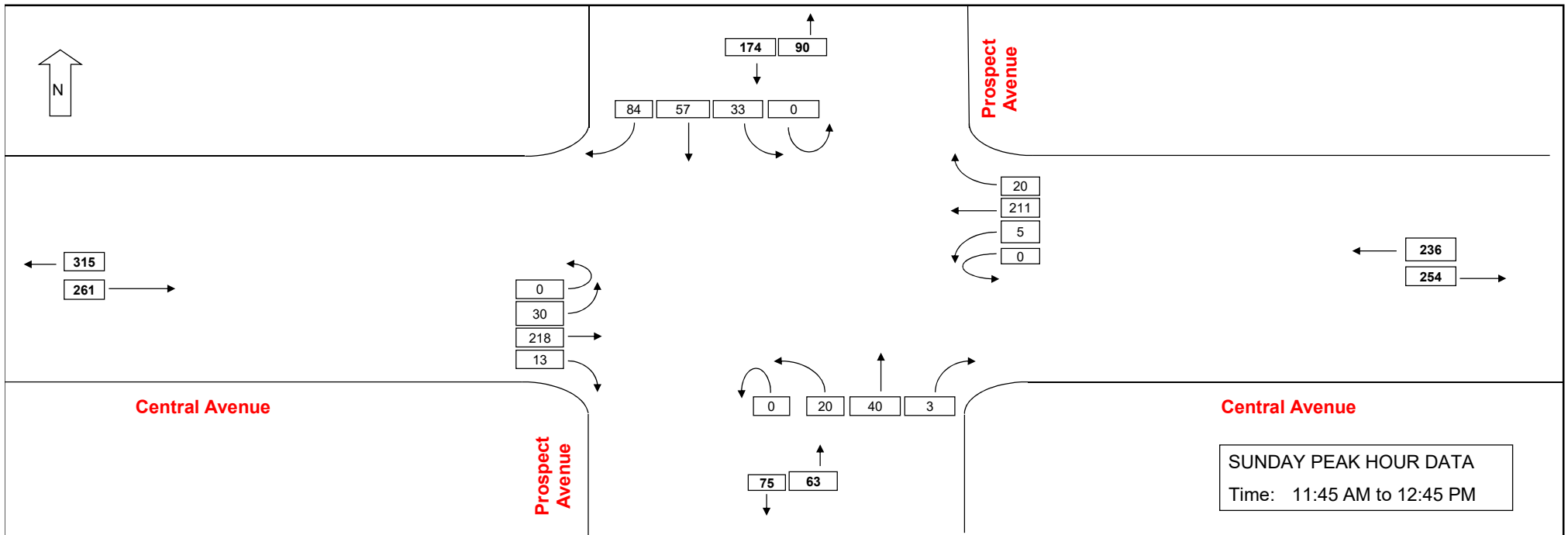
TRAFFIC VOLUME DATA

Central Avenue at Prospect Avenue
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
10:00 AM	0	4	49	4	57	0	2	53	6	61	0	6	11	1	18	0	10	11	12	33	169	
10:15 AM	0	4	58	3	65	0	0	68	3	71	0	3	13	1	17	0	8	13	12	33	186	
10:30 AM	0	7	56	6	69	0	1	55	5	61	0	2	9	3	14	0	8	9	10	27	171	
10:45 AM	0	11	61	3	75	0	2	44	5	51	0	7	4	1	12	0	4	11	10	25	163	689
11:00 AM	0	3	38	1	42	0	0	56	4	60	0	5	11	0	16	0	5	12	19	36	154	674
11:15 AM	0	4	42	6	52	0	0	41	2	43	0	6	6	3	15	0	6	9	14	29	139	627
11:30 AM	0	2	47	3	52	0	0	55	2	57	0	4	8	0	12	0	5	5	15	25	146	602
11:45 AM	0	7	50	1	58	0	2	67	3	72	0	4	7	0	11	0	4	15	24	43	184	623
12:00 PM	0	6	64	6	76	0	2	47	6	55	0	5	11	1	17	0	13	14	22	49	197	666
12:15 PM	0	8	50	2	60	0	1	52	6	59	0	6	13	1	20	0	8	15	25	48	187	714
12:30 PM	0	9	54	4	67	0	0	45	5	50	0	5	9	1	15	0	8	13	13	34	166	734
12:45 PM	0	9	48	0	57	0	1	64	4	69	0	2	11	0	13	0	12	14	15	41	180	730
1:00 PM	0	5	55	6	66	0	0	44	9	53	0	2	9	1	12	0	6	21	8	35	166	699
1:15 PM	0	2	51	3	56	0	2	62	2	66	0	2	4	2	8	0	3	13	12	28	158	670
1:30 PM	0	4	51	3	58	0	1	41	3	45	0	2	12	1	15	0	6	13	8	27	145	649
1:45 PM	0	5	47	3	55	0	1	37	3	41	0	2	12	3	17	1	8	8	9	26	139	608
Peak Hour 11:45 AM to 12:45 PM	0	30	218	13	261	0	5	211	20	236	0	20	40	3	63	0	33	57	84	174	734	
PHF																						0.93
% HV					1%					1%					1%							



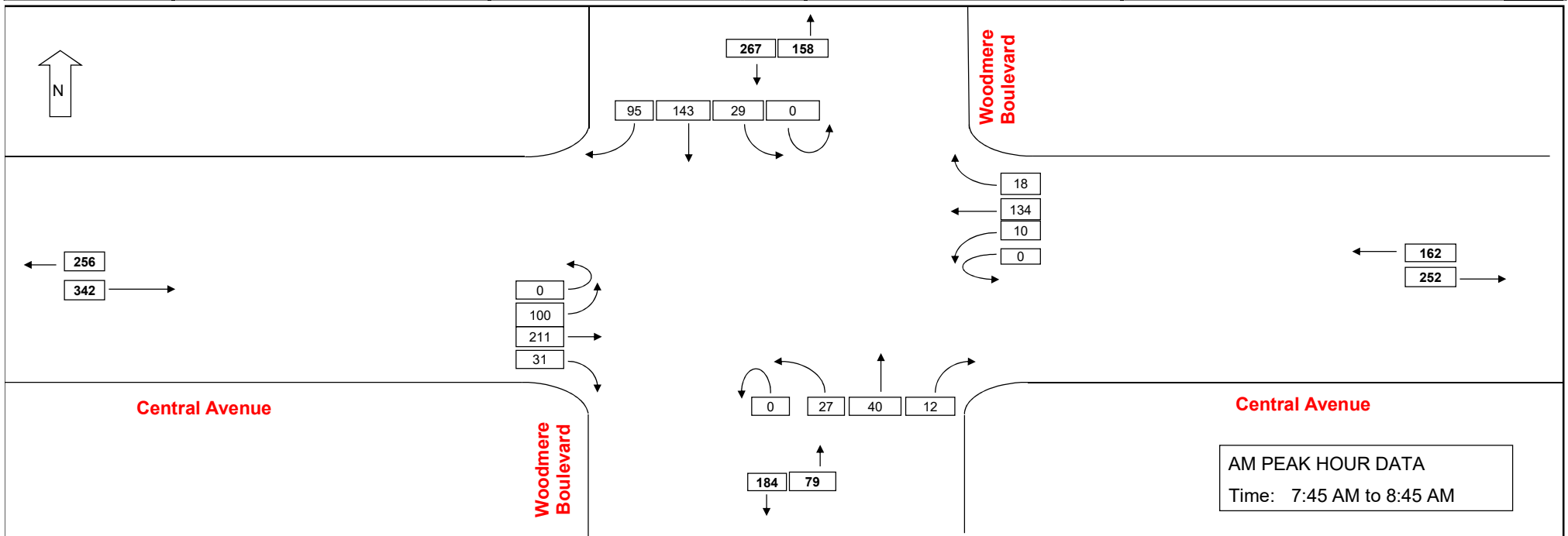
TRAFFIC VOLUME DATA

**Central Avenue at Woodmere Boulevard
Woodmere, NY**



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total		
7:00 AM	0	4	31	4	39	0	1	17	2	20	1	6	22	1	30	0	3	30	10	43	132	
7:15 AM	0	21	32	4	57	0	1	11	3	15	0	4	23	1	28	0	4	24	8	36	136	
7:30 AM	0	12	24	4	40	0	3	29	3	35	0	5	20	2	27	0	4	33	23	60	162	
7:45 AM	0	24	50	4	78	0	4	46	3	53	0	5	32	4	41	0	4	31	28	63	235	665
8:00 AM	0	27	56	10	93	0	3	28	4	35	0	8	1	10	0	9	43	28	80	218	751	
8:15 AM	0	27	51	12	90	0	1	26	6	33	0	6	3	12	0	5	24	19	48	183	798	
8:30 AM	0	22	54	5	81	0	2	34	5	41	0	8	4	16	0	11	45	20	76	214	850	
8:45 AM	0	20	56	13	89	0	4	45	6	55	0	6	0	7	0	12	40	15	67	218	833	
Peak Hour 7:45 AM to 8:45 AM	0	100	211	31	342	0	10	134	18	162	0	27	40	12	79	0	29	143	95	267	850	
PHF										3%											10%	0.90
% HV					5%										7%							



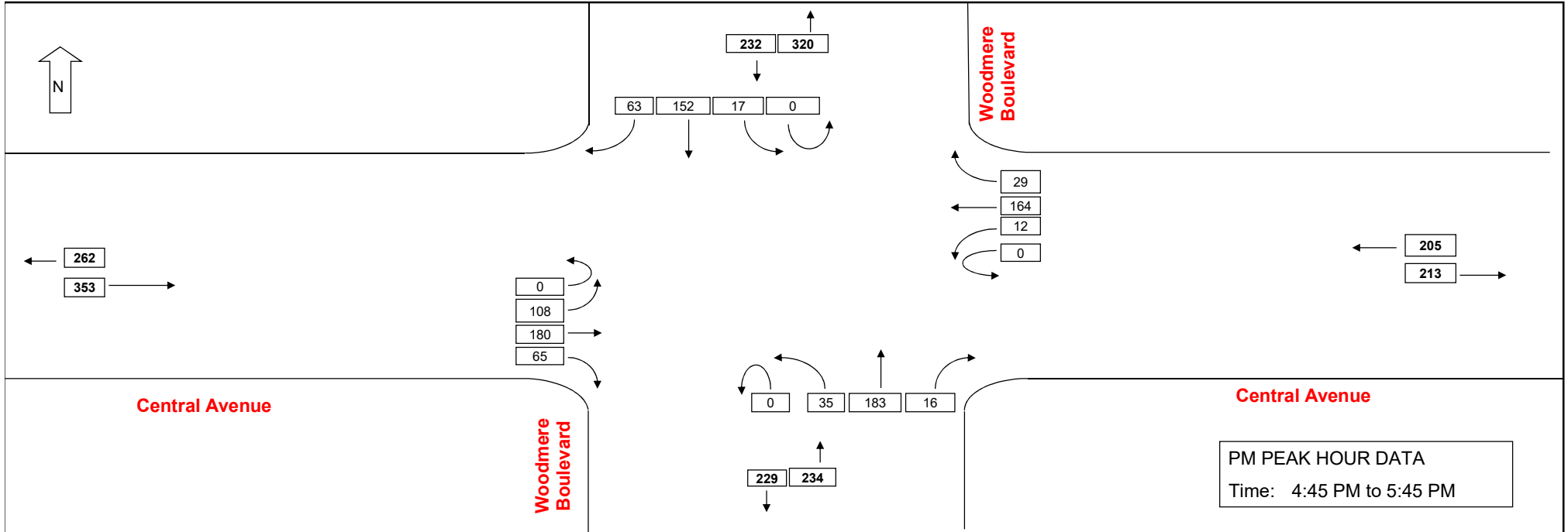
TRAFFIC VOLUME DATA

Central Avenue at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
2:00 PM	0	13	41	7	61	0	4	26	2	32	0	5	31	3	39	0	6	45	12	63	195		
2:15 PM	0	18	31	9	58	0	5	36	4	45	0	5	30	5	40	0	3	29	22	54	197		
2:30 PM	0	18	33	12	63	0	5	37	7	49	0	5	34	5	44	0	5	23	7	35	191		
2:45 PM	1	18	45	8	72	0	2	29	3	34	0	5	32	3	40	0	7	27	10	44	190	773	
3:00 PM	0	14	35	10	59	0	4	31	2	37	0	8	35	6	49	0	7	42	16	65	210	788	
3:15 PM	0	23	37	9	69	0	5	34	3	42	0	9	53	4	66	0	4	40	11	55	232	823	
3:30 PM	0	15	43	7	65	0	4	21	7	32	0	8	42	3	53	0	1	46	11	58	208	840	
3:45 PM	0	13	39	13	65	0	8	32	3	43	0	6	41	5	52	0	4	46	14	64	224	874	
4:00 PM	0	32	54	15	101	0	1	25	3	29	0	10	54	4	68	0	4	26	23	53	251	915	
4:15 PM	0	24	52	15	91	0	4	29	4	37	0	12	43	5	60	0	4	41	16	61	249	932	
4:30 PM	0	20	45	14	79	0	2	34	3	39	0	6	46	5	57	0	3	45	22	70	245	969	
4:45 PM	0	23	42	20	85	0	2	41	4	47	0	11	47	2	60	0	3	31	13	47	239	984	
5:00 PM	0	28	51	20	99	0	5	41	7	53	0	5	44	2	51	0	6	39	13	58	261	994	
5:15 PM	0	32	39	14	85	0	0	41	12	53	0	9	46	5	60	0	4	42	18	64	262	1,007	
5:30 PM	0	25	48	11	84	0	5	41	6	52	0	10	46	7	63	0	4	40	19	63	262	1,024	
5:45 PM	0	23	40	11	74	0	2	39	3	44	0	5	35	4	44	0	8	37	10	55	217	1,002	
6:00 PM	0	20	33	8	61	0	4	31	3	38	0	5	40	2	47	0	9	48	11	68	214	955	
6:15 PM	0	12	28	7	47	0	1	39	2	42	0	9	41	2	52	0	3	36	21	60	201	894	
Peak Hour 4:45 PM to 5:45 PM PHF % HV	0	108	180	65	353	0	12	164	29	205	0	35	183	16	234	0	17	152	63	232	1,024	0.98	
					3%					4%					7%						3%		



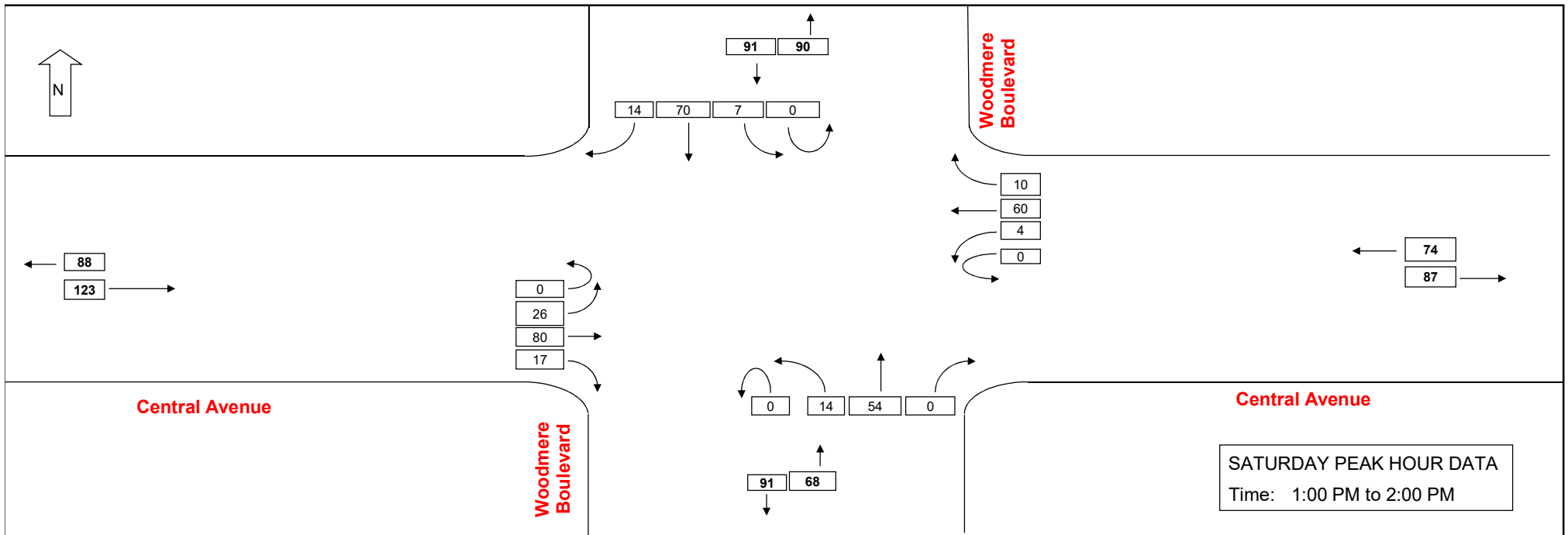
TRAFFIC VOLUME DATA

Central Avenue at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	8	27	3	38	0	0	7	3	10	0	0	10	0	10	0	2	16	5	23	81		
10:15 AM	0	5	14	3	22	0	0	12	2	14	0	5	13	3	21	0	0	7	9	16	73		
10:30 AM	0	0	13	7	20	0	1	6	2	9	0	1	11	1	13	0	3	14	6	23	65		
10:45 AM	0	7	20	4	31	0	0	10	1	11	0	3	16	0	19	0	2	13	7	22	83	302	
11:00 AM	0	8	29	6	43	0	0	9	2	11	0	2	12	4	18	0	0	16	4	20	92	313	
11:15 AM	0	1	29	2	32	0	0	9	1	10	0	2	15	1	18	0	1	13	4	18	78	318	
11:30 AM	0	2	12	4	18	0	0	6	1	7	0	0	15	2	17	0	1	15	12	28	70	323	
11:45 AM	0	6	18	9	33	0	0	9	3	12	0	4	12	0	16	0	1	12	2	15	76	316	
12:00 PM	2	9	16	3	30	0	0	6	3	9	0	0	13	0	13	0	1	11	2	14	66	290	
12:15 PM	0	2	22	4	28	0	1	13	1	15	0	1	20	0	21	0	2	22	4	28	92	304	
12:30 PM	0	6	17	3	26	0	0	8	5	13	0	2	16	0	18	0	0	18	1	19	76	310	
12:45 PM	0	10	21	1	32	0	2	7	3	12	0	5	15	1	21	0	6	15	4	25	90	324	
1:00 PM	0	6	18	4	28	0	2	18	0	20	0	1	13	0	14	0	3	10	6	19	81	339	
1:15 PM	0	7	16	2	25	0	2	9	4	15	0	4	15	0	19	0	1	30	4	35	94	341	
1:30 PM	0	6	19	3	28	0	0	16	4	20	0	6	14	0	20	0	1	11	2	14	82	347	
1:45 PM	0	7	27	8	42	0	0	17	2	19	0	3	12	0	15	0	2	19	2	23	99	356	
Peak Hour 1:00 PM to 2:00 PM PHF % HV	0	26	80	17	123	0	4	60	10	74	0	14	54	0	68	0	7	70	14	91	356	0.90	
					3%					2%					4%						3%		



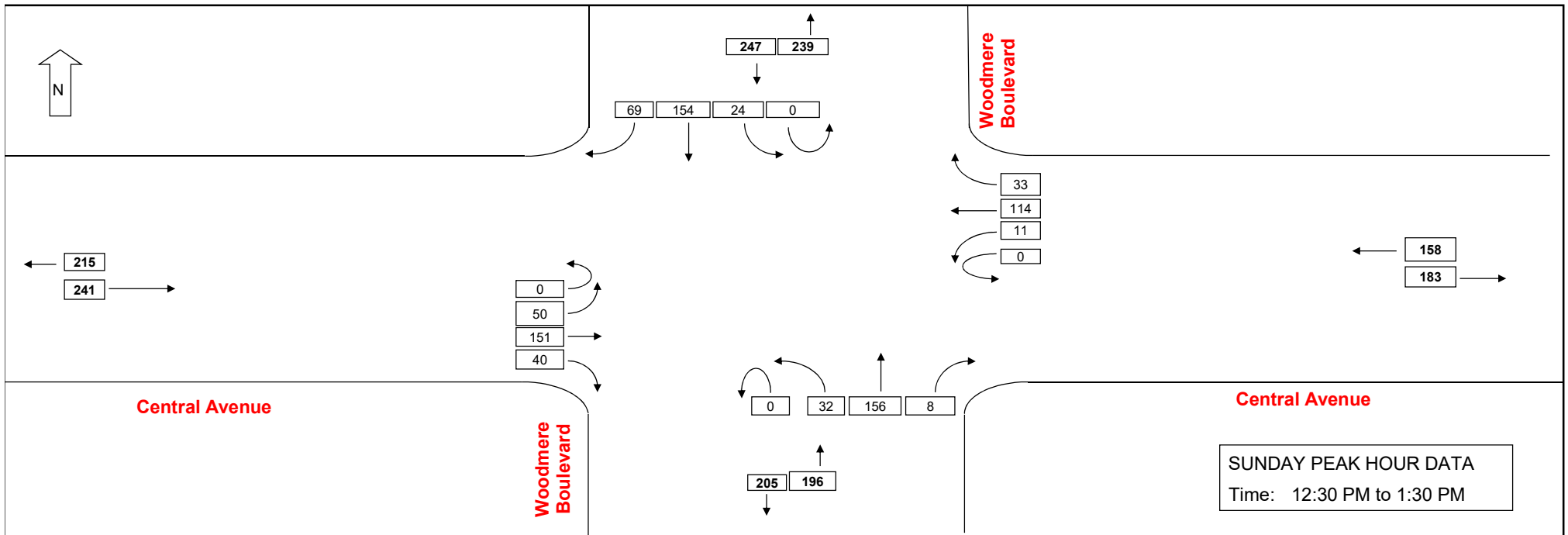
TRAFFIC VOLUME DATA

Central Avenue at Woodmere Boulevard
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound					Westbound					Northbound					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total			
10:00 AM	0	15	34	14	63	0	0	25	3	28	0	5	32	4	41	0	2	26	17	45	177		
10:15 AM	0	17	40	8	65	0	2	32	7	41	0	9	40	2	51	0	3	30	22	55	212		
10:30 AM	0	15	41	9	65	0	3	33	9	45	0	8	40	1	49	0	4	31	16	51	210		
10:45 AM	0	23	33	13	69	0	1	21	6	28	0	4	41	1	46	0	3	38	18	59	202	801	
11:00 AM	0	25	22	6	53	0	1	32	5	38	0	4	27	2	33	0	5	42	12	59	183	807	
11:15 AM	0	8	32	14	54	0	0	20	7	27	0	7	25	3	35	1	3	36	9	49	165	760	
11:30 AM	0	15	25	13	53	0	1	24	5	30	0	1	30	1	32	0	5	43	24	72	187	737	
11:45 AM	0	17	33	9	59	0	2	26	5	33	0	7	30	1	38	1	2	49	23	75	205	740	
12:00 PM	0	19	48	9	76	0	1	28	4	33	0	6	43	4	53	0	4	39	20	63	225	782	
12:15 PM	0	16	33	4	53	0	1	25	4	30	0	2	33	0	35	0	7	42	18	67	185	802	
12:30 PM	0	11	39	8	58	0	1	22	10	33	0	10	49	2	61	0	8	36	10	54	206	821	
12:45 PM	0	16	36	9	61	0	4	38	3	45	0	11	33	0	44	0	6	35	22	63	213	829	
1:00 PM	0	9	41	16	66	0	0	27	12	39	0	4	42	3	49	0	6	42	15	63	217	821	
1:15 PM	0	14	35	7	56	0	6	27	8	41	0	7	32	3	42	0	4	41	22	67	206	842	
1:30 PM	1	16	28	7	52	0	1	17	2	20	0	3	36	1	40	0	4	38	16	58	170	806	
1:45 PM	0	20	30	4	54	0	2	20	3	25	0	5	35	4	44	0	1	28	10	39	162	755	
Peak Hour 12:30 PM to 1:30 PM	0	50	151	40	241	0	11	114	33	158	0	32	156	8	196	0	24	154	69	247	842		
PHF					1%					0%					1%					0%	0.97		



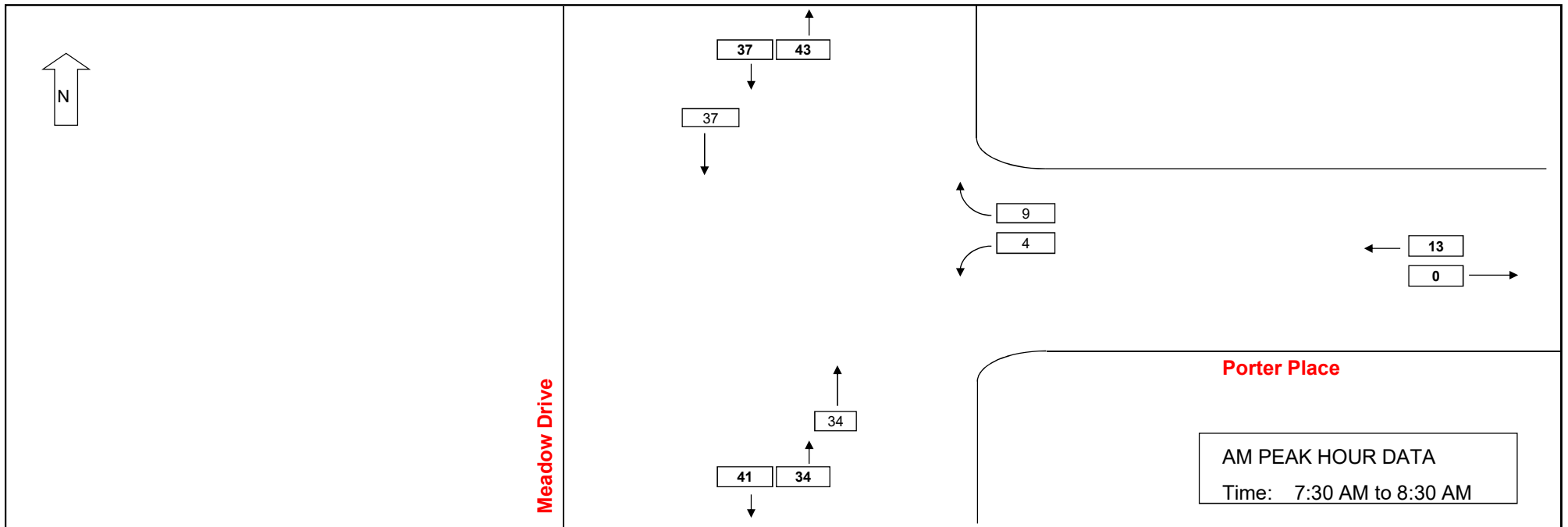
TRAFFIC VOLUME DATA

Meadow Drive at Porter Place
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound					TOTAL	Cum. Hourly	
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right			Total
7:00 AM					1		1	2			3		3			3		3	8	
7:15 AM					0		2	2			5		5			13		13	20	
7:30 AM					2		3	5			5		5			14		14	24	
7:45 AM					1		3	4			11		11			7		7	22	74
8:00 AM					1		1	2			5		5			8		8	15	81
8:15 AM					0		2	2			13		13			8		8	23	84
8:30 AM					0		4	4			11		11			6		6	21	81
8:45 AM					2		5	7			7		7			6		6	20	79
Peak Hour 7:30 AM to 8:30 AM					4		9	13			34		34			37		37	84	
PHF								31%					28%					11%	0.88	
% HV																				



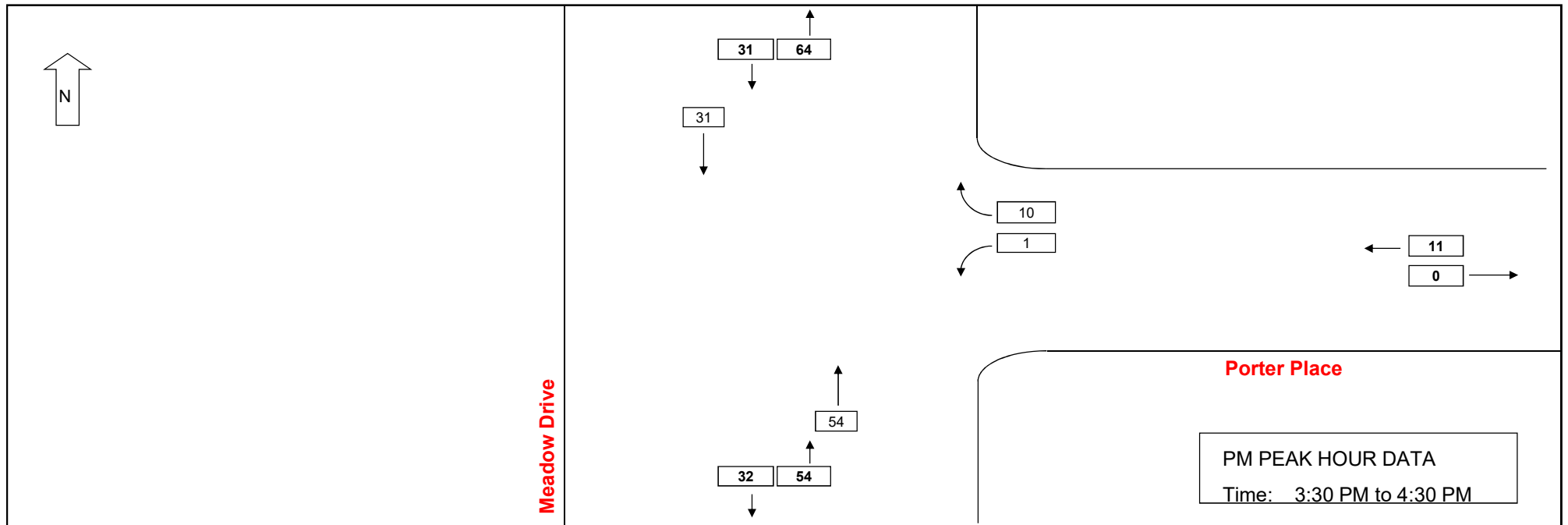
TRAFFIC VOLUME DATA

Meadow Drive at Porter Place
Woodmere, NY



Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound				Westbound				Northbound				Southbound				TOTAL	Cum. Hourly		
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru			Right	Total
2:00 PM					1		2	3			8		8			11		11	22	
2:15 PM					0		2	2			7		7			6		6	15	
2:30 PM					1		0	1			8		8			7		7	16	
2:45 PM					0		1	1			3		3			5		5	9	62
3:00 PM					0		5	5			8		8			7		7	20	60
3:15 PM					0		0	0			17		17			6		6	23	68
3:30 PM					0		1	1			11		11			6		6	18	70
3:45 PM					1		1	2			20		20			9		9	31	92
4:00 PM					0		2	2			11		11			1		1	14	86
4:15 PM					0		6	6			12		12			15		15	33	96
4:30 PM					0		2	2			8		8			5		5	15	93
4:45 PM					0		1	1			10		10			6		6	17	79
5:00 PM					0		1	1			16		16			8		8	25	90
5:15 PM					0		4	4			9		9			5		5	18	75
5:30 PM					0		1	1			6		6			8		8	15	75
5:45 PM					0		1	1			3		3			11		11	15	73
6:00 PM					1		0	1			10		10			2		2	13	61
6:15 PM					0		1	1			5		5			5		5	11	54
Peak Hour 3:30 PM to 4:30 PM					1		10	11			54		54			31		31	96	
PHF								46%					4%					16%	0.73	



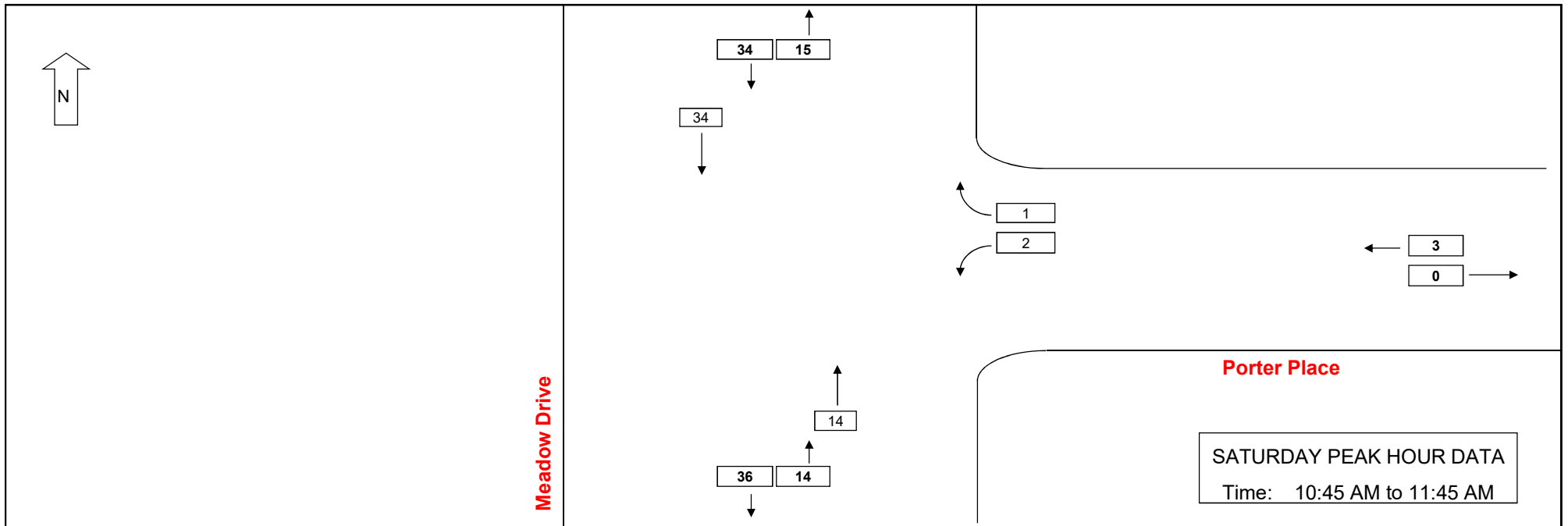
TRAFFIC VOLUME DATA

Meadow Drive at Porter Place
Woodmere, NY



Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound				Westbound				Northbound				Southbound					TOTAL	Cum. Hourly	
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right			Total
10:00 AM					0		0	0			5		5			5		5	10	
10:15 AM					0		0	0			4		4			6		6	10	
10:30 AM					0		1	1			6		6			5		5	12	
10:45 AM					0		0	0			4		4			10		10	14	46
11:00 AM					1		0	1			4		4			5		5	10	46
11:15 AM					0		1	1			3		3			10		10	14	50
11:30 AM					1		0	1			3		3			9		9	13	51
11:45 AM					0		0	0			4		4			6		6	10	47
12:00 PM					0		0	0			3		3			8		8	11	48
12:15 PM					0		0	0			2		2			10		10	12	46
12:30 PM					0		0	0			5		5			8		8	13	46
12:45 PM					0		0	0			3		3			4		4	7	43
1:00 PM					0		1	1			5		5			5		5	11	43
1:15 PM					0		1	1			4		4			1		1	6	37
1:30 PM					0		0	0			5		5			4		4	9	33
1:45 PM					0		0	0			3		3			6		6	9	35
Peak Hour 10:45 AM to 11:45 AM					2		1	3			14		14			34		34	51	
PHF								0%					3%					2%	0.91	



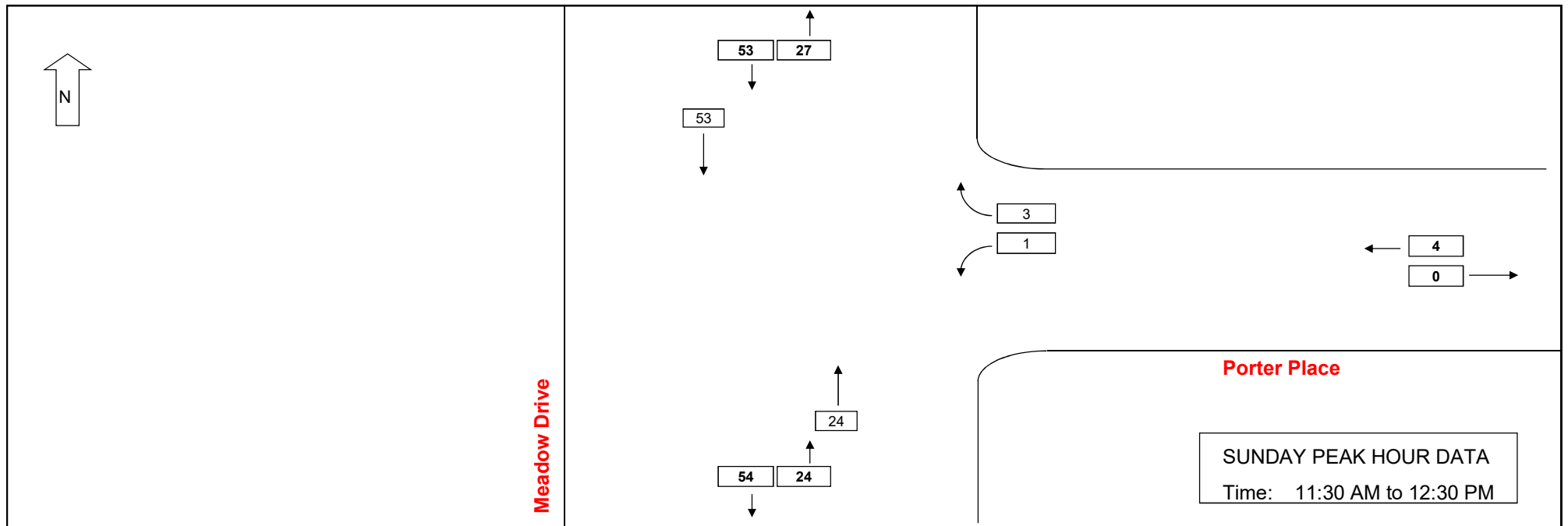
TRAFFIC VOLUME DATA

Meadow Drive at Porter Place
Woodmere, NY



Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound				Westbound				Northbound				Southbound					TOTAL	Cum. Hourly	
	Left	Thru	Right	Total	Left	Thru	Right	Total	U-Turn	Left	Thru	Right	Total	U-Turn	Left	Thru	Right			Total
10:00 AM					1		0	1			3		3			7		7	11	
10:15 AM					0		0	0			11		11			6		6	17	
10:30 AM					0		1	1			5		5			1		1	7	
10:45 AM					0		1	1			7		7			12		12	20	55
11:00 AM					0		1	1			8		8			15		15	24	68
11:15 AM					0		0	0			4		4			8		8	12	63
11:30 AM					0		1	1			5		5			14		14	20	76
11:45 AM					1		0	1			6		6			11		11	18	74
12:00 PM					0		0	0			8		8			11		11	19	69
12:15 PM					0		2	2			5		5			17		17	24	81
12:30 PM					1		0	1			5		5			6		6	12	73
12:45 PM					0		1	1			6		6			16		16	23	78
1:00 PM					0		0	0			4		4			11		11	15	74
1:15 PM					1		1	2			10		10			6		6	18	68
1:30 PM					1		0	1			11		11			4		4	16	72
1:45 PM					0		2	2			17		17			5		5	24	73
Peak Hour 11:30 AM to 12:30 PM					1		3	4			24		24			53		53	81	
PHF								0%					2%					0%		0.84



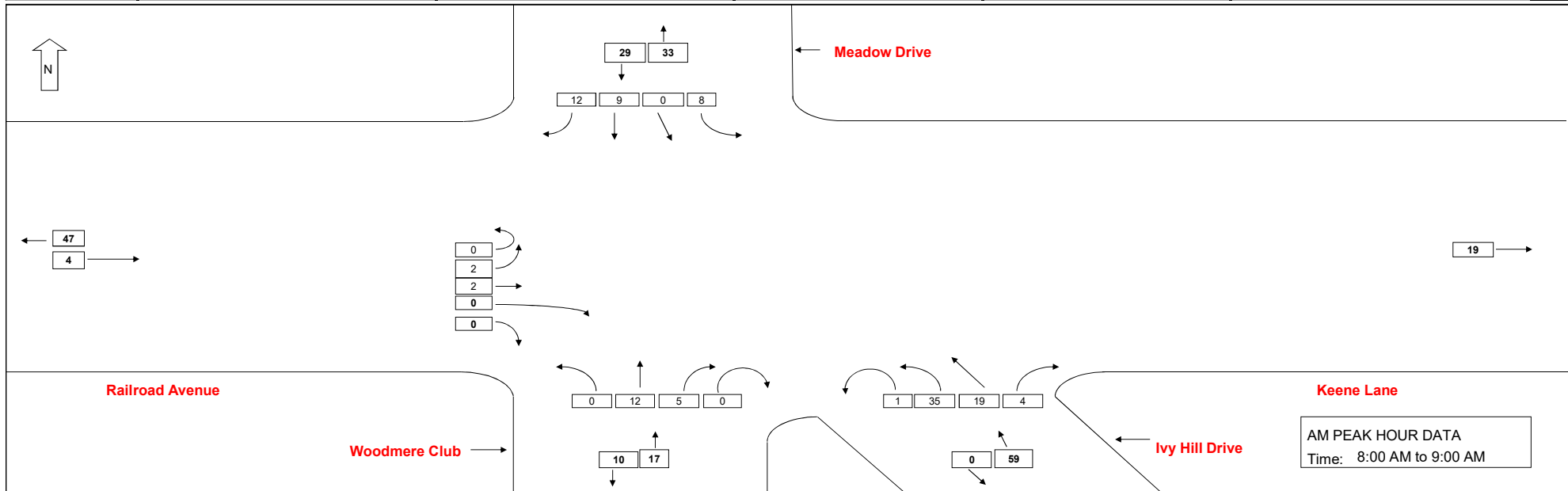
TRAFFIC VOLUME DATA



Meadow Drive at Keene Lane
Woodmere, NY

Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound						Westbound					Northeastbound Woodmere Club					Northbound Ivy Hill Drive					Southbound					TOTAL	Cum. Hourly		
	U-Turn	Left	Thru	Right to		Total	U-Turn	Left to		Thru	Right	Total	Left	Thru	Right to		Total	Left to		Thru	Right	Total	Left	Thru to		Right			Total	
				Club	Ivy Hill			Ivy Hill	Club						Club	Keene		Ivy Hill	Club					Keene	Ivy Hill					Club
7:00 AM	0	0	0	0	0	0							0	0	0	0	0	0	0	0	2	0	2	2	0	1	2	4	6	
7:15 AM	0	0	0	0	0	0							0	3	1	0	4	4	3	2	1	0	6	2	0	1	3	12	22	
7:30 AM	0	1	0	0	0	1							0	0	0	0	0	0	1	3	1	0	5	3	0	10	3	16	22	
7:45 AM	1	1	0	0	0	2							0	1	1	0	2	2	2	6	6	1	15	1	0	2	3	6	25	75
8:00 AM	0	1	1	0	0	2							0	0	1	0	1	1	0	7	2	2	11	1	0	5	3	9	23	92
8:15 AM	0	0	0	0	0	0							0	5	1	0	6	0	7	9	0	0	16	2	0	2	3	7	29	99
8:30 AM	0	1	0	0	0	1							0	5	3	0	8	0	10	4	1	1	15	3	0	2	2	7	31	108
8:45 AM	0	0	1	0	0	1							0	2	0	0	2	1	11	4	1	1	17	2	0	0	4	6	26	109
Peak Hour 8:00 AM to 9:00 AM PHF % HV	0	2	2	0	0	4							0	12	5	0	17		1	35	19	4	59	8	0	9	12	29	109	0.88



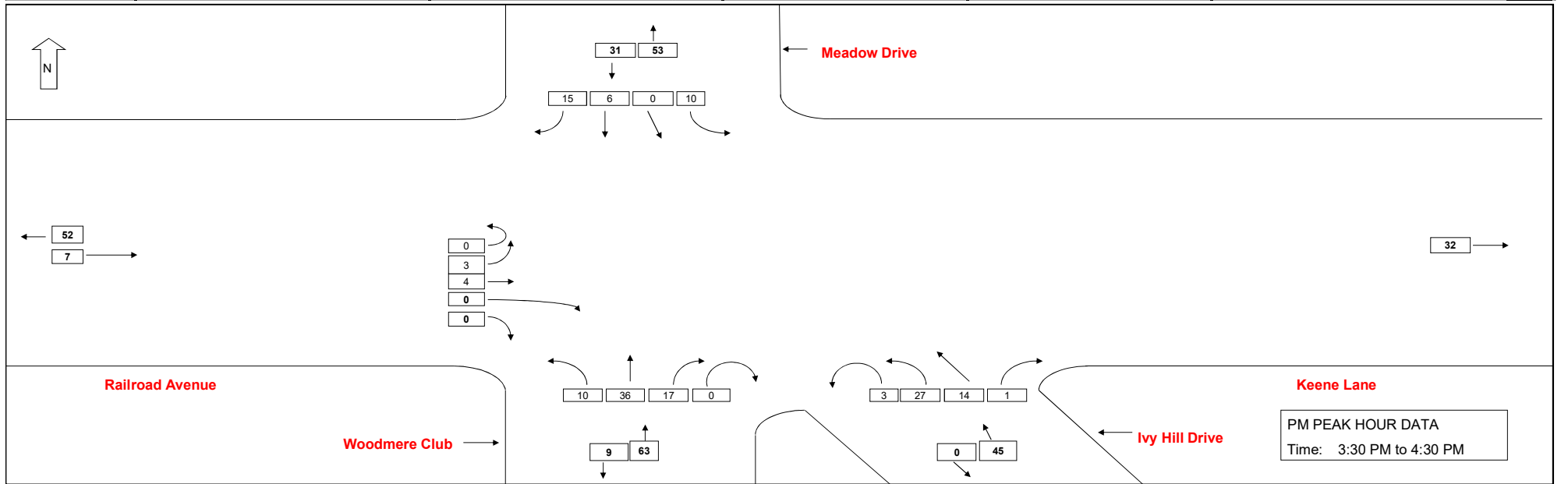
TRAFFIC VOLUME DATA



Meadow Drive at Keene Lane
Woodmere, NY

Date Collected: 5/10/18 (Thursday)

Start Time	Eastbound						Westbound					Northeastbound Woodmere Club					Northbound Ivy Hill Drive					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right to		Total	U-Turn	Left to		Thru	Right	Total	Left	Thru	Right to		Total	Left to		Thru	Right	Total	Left	Thru to		Right			Total
				Club	Ivy Hill			Ivy Hill	Club						Club	Keene		Ivy Hill	Club					Keene	Ivy Hill				
2:00 PM	0	1	0	0	0	1						1	3	3	0	7	0	3	4	0	7	1	0	3	3	7	22		
2:15 PM	0	2	0	0	0	2						1	0	0	0	1	0	3	4	0	7	2	0	1	5	8	18		
2:30 PM	0	2	0	0	0	2						0	0	0	0	0	6	5	0	11	4	0	2	2	8	21			
2:45 PM	0	0	0	0	0	0						1	0	1	0	2	0	5	1	1	7	1	0	1	5	7	16	77	
3:00 PM	0	0	1	0	0	1						0	6	3	0	9	0	5	2	1	8	4	0	0	2	6	24	79	
3:15 PM	0	0	0	0	0	0						1	11	4	0	16	0	5	3	0	8	2	0	0	2	4	28	89	
3:30 PM	0	1	0	0	0	1						2	8	3	0	13	3	7	2	0	12	1	0	2	3	6	32	100	
3:45 PM	0	1	2	0	0	3						6	15	7	0	28	0	9	3	0	12	5	0	2	2	9	52	136	
4:00 PM	0	1	0	0	0	1						0	5	4	0	9	0	4	5	1	10	0	0	0	1	1	21	133	
4:15 PM	0	0	2	0	0	2						2	8	3	0	13	0	7	4	0	11	4	0	2	9	15	41	146	
4:30 PM	0	2	0	1	0	3						1	2	2	0	5	0	10	4	0	14	3	0	0	2	5	27	141	
4:45 PM	0	1	1	0	0	2						0	0	2	0	2	1	5	7	0	13	2	0	0	2	4	21	110	
5:00 PM	0	1	1	0	0	2						0	2	1	0	3	0	5	9	1	15	3	0	1	3	7	27	116	
5:15 PM	0	0	1	0	0	1						0	2	0	0	2	0	12	7	0	19	0	0	0	4	4	26	101	
5:30 PM	0	0	0	0	0	0						1	1	1	0	3	1	9	4	0	14	2	0	1	6	9	26	100	
5:45 PM	0	1	0	0	0	1						0	0	2	0	2	1	9	2	1	13	3	0	2	4	9	25	104	
6:00 PM	0	1	0	0	0	1						0	6	0	0	6	0	2	3	1	6	0	0	2	1	3	16	93	
6:15 PM	0	0	1	0	0	1						0	2	0	0	2	0	5	3	1	9	1	0	2	0	3	15	82	
Peak Hour 3:30 PM to 4:30 PM	0	3	4	0	0	7						10	36	17	0	63	3	27	14	1	45	10	0	6	15	31	146	0.70	
PHF						0%										13%													
% HV																													



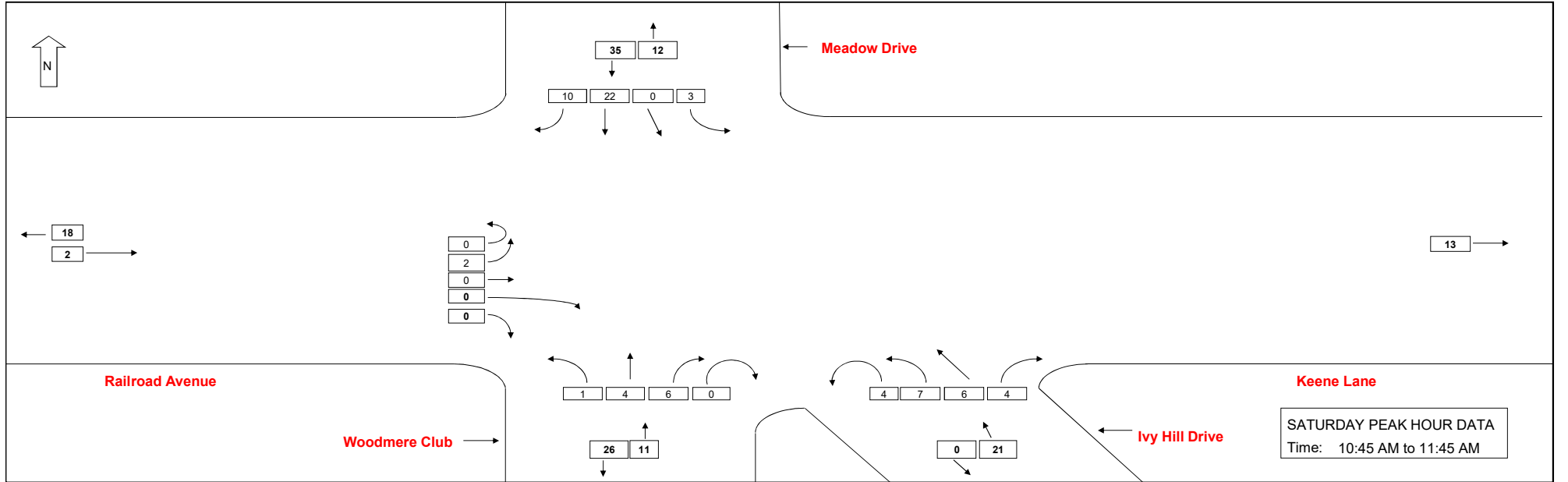
TRAFFIC VOLUME DATA



Meadow Drive at Keene Lane
Woodmere, NY

Date Collected: 5/12/18 (Saturday)

Start Time	Eastbound						Westbound					Northeastbound Woodmere Club					Northbound Ivy Hill Drive					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right to		Total	U-Turn	Left to		Thru	Right	Total	Left	Thru	Right to		Total	Left to		Thru	Right	Total	Left	Thru to		Right			Total
				Club	Ivy Hill			Ivy Hill	Club						Club	Keene		Ivy Hill	Club					Keene	Ivy Hill				
10:00 AM	0	0	0	0	0	0						0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	4	9	
10:15 AM	0	1	0	0	0	1						0	2	1	0	3	0	2	1	0	3	0	0	3	3	4	6	13	
10:30 AM	0	0	0	1	0	1						0	3	0	0	3	1	0	3	0	4	0	0	2	4	6	14		
10:45 AM	0	0	0	0	0	0						0	2	1	0	3	0	0	1	1	2	0	0	5	3	8	13		
11:00 AM	0	1	0	0	0	1						1	1	4	0	6	0	3	1	0	4	0	0	3	2	5	16		
11:15 AM	0	1	0	0	0	1						0	1	1	0	2	2	2	2	3	9	2	0	7	2	11	23		
11:30 AM	0	0	0	0	0	0						0	0	0	0	0	2	2	2	0	6	1	0	7	3	11	17		
11:45 AM	0	1	0	0	0	1						0	1	0	0	1	1	2	2	0	5	0	0	1	4	5	12		
12:00 PM	0	0	0	0	0	0						0	1	0	0	1	2	1	2	0	4	1	0	4	4	9	15		
12:15 PM	0	1	0	0	0	1						0	1	0	0	1	1	3	0	0	4	0	0	5	4	9	15		
12:30 PM	0	0	0	0	0	0						0	1	0	0	1	2	3	5	1	11	0	0	5	4	9	21		
12:45 PM	0	0	0	0	0	0						0	2	0	0	2	1	0	1	0	2	0	0	3	1	4	8		
1:00 PM	0	0	0	0	0	0						1	1	3	0	5	4	3	3	0	10	0	0	3	1	4	19		
1:15 PM	0	0	0	0	0	0						0	0	0	0	0	1	3	4	0	8	0	0	1	0	1	9		
1:30 PM	0	2	1	0	0	3						0	2	0	0	2	0	1	1	1	3	0	0	0	3	3	11		
1:45 PM	0	0	1	0	0	1						1	1	3	0	5	0	5	1	1	7	1	0	0	3	4	17		
Peak Hour 10:45 AM to 11:45 AM	0	2	0	0	0	2						1	4	6	0	11	4	7	6	4	21	3	0	22	10	35	69		
PHF																												0.75	
% HV						10%										1%					2%						3%		



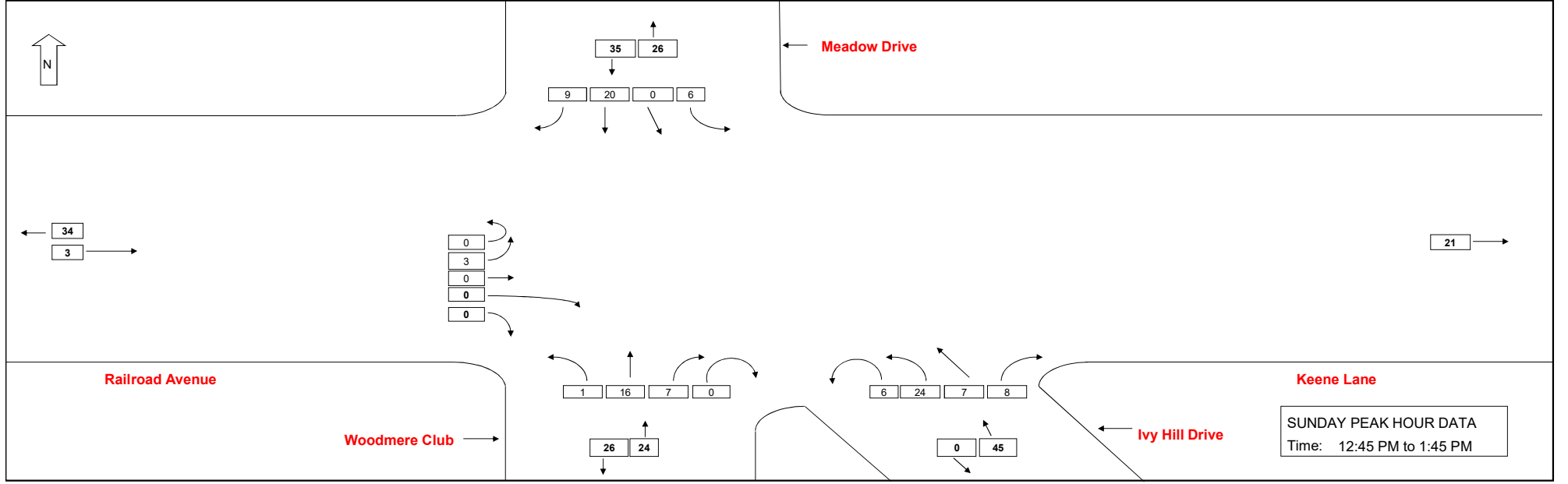
TRAFFIC VOLUME DATA



Meadow Drive at Keene Lane
Woodmere, NY

Date Collected: 5/13/18 (Sunday)

Start Time	Eastbound						Westbound					Northeastbound Woodmere Club					Northbound Ivy Hill Drive					Southbound					TOTAL	Cum. Hourly	
	U-Turn	Left	Thru	Right to		Total	U-Turn	Left to		Thru	Right	Total	Left	Thru	Right to		Total	Left to		Thru	Right	Total	Left	Thru to		Right			Total
				Club	Ivy Hill			Ivy Hill	Club						Club	Keene		Ivy Hill	Club					Keene	Ivy Hill				
10:00 AM	0	0	2	0	0	2						0	0	0	0	0	0	0	6	2	1	9	1	0	4	3	8	19	
10:15 AM	0	0	0	0	0	0						1	6	0	0	0	7	0	1	3	0	4	1	0	1	3	5	16	
10:30 AM	0	1	0	0	0	1						1	0	0	0	1	0	2	1	0	3	0	0	1	0	1	6	6	
10:45 AM	0	0	0	0	0	0						4	4	0	0	4	0	5	1	0	6	0	0	4	4	8	18	59	
11:00 AM	0	0	0	0	0	0						0	0	0	0	0	0	8	7	2	17	4	0	4	3	11	28	68	
11:15 AM	0	0	2	1	0	3						1	1	1	0	3	1	10	3	0	14	0	0	4	4	8	28	80	
11:30 AM	0	0	0	0	0	0						1	0	1	0	2	0	7	3	0	10	2	0	4	5	11	23	97	
11:45 AM	0	1	1	0	0	2						0	3	1	0	4	1	5	2	2	10	1	0	8	2	11	27	106	
12:00 PM	0	1	0	0	0	1						1	1	1	2	0	7	6	2	16	0	0	1	6	7	7	28	106	
12:15 PM	0	0	0	0	0	0						3	2	0	0	5	0	6	1	2	9	0	0	9	5	14	28	106	
12:30 PM	0	0	0	0	0	0						0	3	2	0	5	5	3	1	0	9	0	0	2	3	5	19	102	
12:45 PM	0	1	0	0	0	1						0	2	1	0	3	0	6	2	1	9	2	0	8	6	16	29	104	
1:00 PM	0	1	0	0	0	1						1	1	1	0	3	4	8	2	2	16	2	0	7	1	10	30	106	
1:15 PM	0	1	0	0	0	1						0	9	0	0	9	1	4	0	0	5	1	0	4	1	6	21	99	
1:30 PM	0	0	0	0	0	0						0	4	5	0	9	1	6	3	5	15	1	0	1	1	3	27	107	
1:45 PM	0	1	0	0	0	1						0	10	0	0	10	0	3	6	2	11	2	0	0	2	4	26	104	
Peak Hour 12:45 PM to 1:45 PM PHF % HV	0	3	0	0	0	3						1	16	7	0	24	6	24	7	8	45	6	0	20	9	35	107	0.89	
						8%										0%					1%					1%			



Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Start Time	14-May-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun		
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	43	72	72	60	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	14	34	59	50	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	17	24	21	35	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	14	20	17	21	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	19	19	16	21	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	28	35	25	23	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	80	92	66	77	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	135	104	131	110	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	167	188	178	143	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	165	146	208	191	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	67	119	254	242	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	74	144	282	278	
12:00 PM	*	*	*	*	*	*	*	*	*	*	*	*	639	552	639	552	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	579	564	579	564	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	589	588	589	588	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	685	550	685	550	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	642	633	642	633	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	465	609	465	609	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	320	493	320	493	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	170	396	170	396	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	92	214	92	214	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	67	170	67	170	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	78	150	78	150	
11:00	*	*	*	*	*	*	*	*	*	*	*	*	57	87	57	87	
Total	0	0	0	0	0	0	0	0	0	4958	5548	4958	5548	2765	3434	4229	3925
Day	0	0	0	0	0	0	0	0	0	10506	10506	10506	10506	6199	6199	8154	8154
AM Peak	-	-	-	-	-	-	-	-	-	11:00	11:00	11:00	11:00	08:00	08:00	11:00	11:00
Vol.	-	-	-	-	-	-	-	-	-	575	542	575	542	167	188	282	278
PM Peak	-	-	-	-	-	-	-	-	-	15:00	16:00	15:00	16:00	14:00	17:00	15:00	14:00
Vol.	-	-	-	-	-	-	-	-	-	685	633	685	633	277	264	384	330

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Start Time	21-May-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
12:00 AM	42	38	22	34	35	44	67	58	57	46	45	44	*	*	*	*
01:00	24	22	22	21	31	16	30	33	23	33	26	25	*	*	*	*
02:00	7	9	13	9	9	11	24	12	15	18	14	12	*	*	*	*
03:00	12	11	8	15	9	10	13	14	11	19	11	14	*	*	*	*
04:00	35	30	20	37	34	30	26	35	14	26	26	32	*	*	*	*
05:00	83	64	85	92	89	93	82	82	34	74	75	81	*	*	*	*
06:00	228	263	193	256	208	320	202	312	131	260	192	282	*	*	*	*
07:00	385	368	417	573	302	457	396	550	248	467	350	483	*	*	*	*
08:00	373	346	554	610	294	417	472	592	445	612	428	515	*	*	*	*
09:00	327	292	604	541	476	480	589	541	324	320	464	435	*	*	*	*
10:00	306	285	534	425	533	417	434	413	*	*	452	385	*	*	*	*
11:00	254	263	502	417	513	468	312	372	*	*	395	380	*	*	*	*
12:00 PM	323	262	562	449	515	488	82	133	*	*	370	333	*	*	*	*
01:00	296	260	466	473	463	454	249	369	*	*	368	389	*	*	*	*
02:00	338	290	448	494	516	501	128	196	*	*	358	370	*	*	*	*
03:00	472	319	400	470	733	538	174	203	*	*	445	382	*	*	*	*
04:00	424	368	413	478	763	648	710	583	*	*	578	519	*	*	*	*
05:00	499	374	311	455	733	628	558	619	*	*	525	519	*	*	*	*
06:00	305	354	273	446	658	637	468	628	*	*	426	516	*	*	*	*
07:00	220	273	253	383	466	548	358	505	*	*	324	427	*	*	*	*
08:00	152	207	165	306	348	365	214	319	*	*	220	299	*	*	*	*
09:00	168	266	88	157	270	289	150	261	*	*	169	243	*	*	*	*
10:00	108	183	89	155	158	220	121	157	*	*	119	179	*	*	*	*
11:00	89	113	91	90	105	114	79	110	*	*	91	107	*	*	*	*
Total Day	5470	5260	6533	7386	8261	8193	5938	7097	1302	1875	6471	6971	0	0	0	0
AM Peak	07:00	07:00	09:00	08:00	10:00	09:00	09:00	08:00	08:00	08:00	09:00	08:00	-	-	-	-
Vol.	385	368	604	610	533	480	589	592	445	612	464	515	-	-	-	-
PM Peak	17:00	17:00	12:00	14:00	16:00	16:00	16:00	18:00	-	-	16:00	16:00	-	-	-	-
Vol.	499	374	562	494	763	648	710	628	-	-	578	519	-	-	-	-

Comb. Total	10730	13919	16454	13035	13683	23948	6199	8154
ADT	ADT 11,768	AADT 11,768						

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/18/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	102	395	9	63	1	0	4	1	0	0	0	0	575
12 PM	0	116	437	10	72	1	0	2	0	0	0	0	1	639
13:00	2	120	338	6	110	0	0	2	1	0	0	0	0	579
14:00	0	149	321	4	113	1	0	1	0	0	0	0	0	589
15:00	0	132	409	3	137	1	0	2	0	1	0	0	0	685
16:00	0	111	377	5	149	0	0	0	0	0	0	0	0	642
17:00	1	125	196	1	140	1	0	1	0	0	0	0	0	465
18:00	0	95	108	4	112	0	0	1	0	0	0	0	0	320
19:00	0	47	37	1	85	0	0	0	0	0	0	0	0	170
20:00	0	27	18	1	46	0	0	0	0	0	0	0	0	92
21:00	0	13	15	1	38	0	0	0	0	0	0	0	0	67
22:00	0	18	25	1	34	0	0	0	0	0	0	0	0	78
23:00	0	7	17	1	31	1	0	0	0	0	0	0	0	57
Day Total	3	1062	2693	47	1130	6	0	13	2	1	0	0	1	4958
Percent	0.1%	21.4%	54.3%	0.9%	22.8%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak		11:00	11:00	11:00	11:00	11:00		11:00	11:00					11:00
Vol.		102	395	9	63	1		4	1					575
PM Peak	13:00	14:00	12:00	12:00	16:00	12:00		12:00	13:00	15:00			12:00	15:00
Vol.	2	149	437	10	149	1		2	1	1			1	685

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/19/18	0	9	11	2	21	0	0	0	0	0	0	0	0	43
01:00	1	5	0	0	8	0	0	0	0	0	0	0	0	14
02:00	1	4	1	1	10	0	0	0	0	0	0	0	0	17
03:00	0	1	4	0	9	0	0	0	0	0	0	0	0	14
04:00	0	3	1	2	12	1	0	0	0	0	0	0	0	19
05:00	0	7	3	2	16	0	0	0	0	0	0	0	0	28
06:00	0	13	26	2	39	0	0	0	0	0	0	0	0	80
07:00	0	20	56	4	52	3	0	0	0	0	0	0	0	135
08:00	0	21	43	4	98	1	0	0	0	0	0	0	0	167
09:00	0	39	46	3	75	1	0	1	0	0	0	0	0	165
10:00	0	12	20	2	33	0	0	0	0	0	0	0	0	67
11:00	0	11	23	2	38	0	0	0	0	0	0	0	0	74
12 PM	0	21	56	3	49	1	0	0	0	0	0	0	0	130
13:00	0	32	121	1	72	1	0	0	0	0	0	0	0	227
14:00	0	30	175	3	67	2	0	0	0	0	0	0	0	277
15:00	0	23	144	0	77	0	0	0	0	0	0	0	0	244
16:00	0	38	117	1	86	2	0	1	0	0	0	0	0	245
17:00	0	31	112	0	69	2	0	0	0	0	0	0	0	214
18:00	0	16	50	0	56	0	0	0	0	0	0	0	0	122
19:00	0	23	78	0	46	2	0	0	0	0	0	0	0	149
20:00	0	13	44	2	35	0	0	0	0	0	0	0	0	94
21:00	0	13	26	2	26	1	0	0	0	0	0	0	0	68
22:00	0	6	37	0	28	1	0	0	0	0	0	0	0	72
23:00	0	9	41	0	50	0	0	0	0	0	0	0	0	100
Day Total	2	400	1235	36	1072	18	0	2	0	0	0	0	0	2765
Percent	0.1%	14.5%	44.7%	1.3%	38.8%	0.7%	0.0%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.	01:00	09:00	07:00	07:00	08:00	07:00		09:00						08:00
	1	39	56	4	98	3		1						167
PM Peak Vol.		16:00	14:00	12:00	16:00	14:00		16:00						14:00
		38	175	3	86	2		1						277

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/20/18	0	9	34	1	28	0	0	0	0	0	0	0	0	72
01:00	0	10	27	1	21	0	0	0	0	0	0	0	0	59
02:00	0	2	9	0	10	0	0	0	0	0	0	0	0	21
03:00	0	4	5	0	8	0	0	0	0	0	0	0	0	17
04:00	0	2	5	0	9	0	0	0	0	0	0	0	0	16
05:00	0	4	11	0	10	0	0	0	0	0	0	0	0	25
06:00	0	9	37	1	18	1	0	0	0	0	0	0	0	66
07:00	0	10	81	3	33	1	0	3	0	0	0	0	0	131
08:00	0	12	121	0	40	1	0	4	0	0	0	0	0	178
09:00	0	18	160	0	27	0	0	3	0	0	0	0	0	208
10:00	0	19	208	0	25	1	0	1	0	0	0	0	0	254
11:00	0	20	223	0	39	0	0	0	0	0	0	0	0	282
12 PM	0	32	264	1	44	0	0	3	0	0	0	0	0	344
13:00	0	36	264	1	45	0	0	0	0	0	0	0	0	346
14:00	0	44	238	0	43	2	0	1	0	0	0	0	0	328
15:00	1	90	270	0	22	0	0	1	0	0	0	0	0	384
16:00	0	38	264	2	21	3	0	0	0	0	0	0	0	328
17:00	0	32	244	1	11	0	0	1	0	0	0	0	0	289
18:00	0	26	212	0	13	0	0	0	0	0	0	0	0	251
19:00	0	15	140	0	23	0	0	0	0	0	0	0	0	178
20:00	0	18	141	0	12	1	0	0	0	0	0	0	0	172
21:00	0	8	116	0	19	3	0	0	0	0	0	0	0	146
22:00	0	5	60	0	8	0	0	0	0	0	0	0	0	73
23:00	0	7	46	0	7	1	0	0	0	0	0	0	0	61
Day Total	1	470	3180	11	536	14	0	17	0	0	0	0	0	4229
Percent	0.0%	11.1%	75.2%	0.3%	12.7%	0.3%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 20	11:00 223	07:00 3	08:00 40	06:00 1		08:00 4						11:00 282
PM Peak Vol.	15:00 1	15:00 90	15:00 270	16:00 2	13:00 45	16:00 3		12:00 3						15:00 384

Tri-State Traffic Data, Inc.
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 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/21/18	0	2	34	0	6	0	0	0	0	0	0	0	0	42
01:00	0	0	18	0	5	1	0	0	0	0	0	0	0	24
02:00	0	1	5	0	1	0	0	0	0	0	0	0	0	7
03:00	0	1	7	0	4	0	0	0	0	0	0	0	0	12
04:00	0	5	21	0	9	0	0	0	0	0	0	0	0	35
05:00	0	5	52	3	21	2	0	0	0	0	0	0	0	83
06:00	0	47	111	1	67	2	0	0	0	0	0	0	0	228
07:00	1	73	201	1	97	8	0	2	2	0	0	0	0	385
08:00	1	67	203	5	78	14	0	5	0	0	0	0	0	373
09:00	1	42	212	7	59	5	0	1	0	0	0	0	0	327
10:00	2	33	197	5	58	7	0	3	1	0	0	0	0	306
11:00	3	28	148	8	52	13	1	0	0	1	0	0	0	254
12 PM	1	41	175	4	84	15	0	2	1	0	0	0	0	323
13:00	1	31	152	7	92	9	1	1	2	0	0	0	0	296
14:00	0	37	175	3	113	8	0	2	0	0	0	0	0	338
15:00	0	64	272	5	112	16	0	2	0	0	0	0	1	472
16:00	0	57	299	0	59	8	0	1	0	0	0	0	0	424
17:00	0	73	320	1	87	16	0	2	0	0	0	0	0	499
18:00	0	39	183	4	73	6	0	0	0	0	0	0	0	305
19:00	0	22	111	2	80	5	0	0	0	0	0	0	0	220
20:00	0	28	57	1	65	1	0	0	0	0	0	0	0	152
21:00	0	35	58	0	70	5	0	0	0	0	0	0	0	168
22:00	0	22	31	0	54	1	0	0	0	0	0	0	0	108
23:00	1	25	20	0	40	3	0	0	0	0	0	0	0	89
Day Total	11	778	3062	57	1386	145	2	21	6	1	0	0	1	5470
Percent	0.2%	14.2%	56.0%	1.0%	25.3%	2.7%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	
AM Peak	11:00	07:00	09:00	11:00	07:00	08:00	11:00	08:00	07:00	11:00				07:00
Vol.	3	73	212	8	97	14	1	5	2	1				385
PM Peak	12:00	17:00	17:00	13:00	14:00	15:00	13:00	12:00	13:00				15:00	17:00
Vol.	1	73	320	7	113	16	1	2	2				1	499

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 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/22/18	0	6	3	0	13	0	0	0	0	0	0	0	0	22
01:00	0	5	9	0	8	0	0	0	0	0	0	0	0	22
02:00	0	2	2	2	7	0	0	0	0	0	0	0	0	13
03:00	0	3	1	0	3	1	0	0	0	0	0	0	0	8
04:00	0	2	3	0	15	0	0	0	0	0	0	0	0	20
05:00	1	20	21	1	36	5	0	0	1	0	0	0	0	85
06:00	0	43	66	6	72	5	0	0	0	0	0	0	1	193
07:00	0	123	178	9	98	8	0	1	0	0	0	0	0	417
08:00	0	140	286	14	105	5	0	3	1	0	0	0	0	554
09:00	0	88	365	8	124	11	1	6	1	0	0	0	0	604
10:00	1	80	320	5	106	12	2	5	2	1	0	0	0	534
11:00	0	74	308	8	100	8	0	4	0	0	0	0	0	502
12 PM	2	87	346	5	99	18	1	1	1	1	0	0	1	562
13:00	0	86	237	14	115	11	0	0	2	1	0	0	0	466
14:00	4	104	181	11	139	7	1	1	0	0	0	0	0	448
15:00	0	141	157	7	90	2	0	1	1	1	0	0	0	400
16:00	0	120	175	12	103	3	0	0	0	0	0	0	0	413
17:00	0	96	138	1	73	3	0	0	0	0	0	0	0	311
18:00	0	75	102	6	89	1	0	0	0	0	0	0	0	273
19:00	0	53	112	2	84	2	0	0	0	0	0	0	0	253
20:00	0	39	47	2	77	0	0	0	0	0	0	0	0	165
21:00	0	16	19	0	52	1	0	0	0	0	0	0	0	88
22:00	0	15	22	0	52	0	0	0	0	0	0	0	0	89
23:00	0	11	31	0	48	1	0	0	0	0	0	0	0	91
Day Total	8	1429	3129	113	1708	104	5	22	9	4	0	0	2	6533
Percent	0.1%	21.9%	47.9%	1.7%	26.1%	1.6%	0.1%	0.3%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	05:00	08:00	09:00	08:00	09:00	10:00	10:00	09:00	10:00	10:00			06:00	09:00
Vol.	1	140	365	14	124	12	2	6	2	1			1	604
PM Peak	14:00	15:00	12:00	13:00	14:00	12:00	12:00	12:00	13:00	12:00			12:00	12:00
Vol.	4	141	346	14	139	18	1	1	2	1			1	562

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Site Code: 0000Broadway
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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/23/18	0	7	14	1	13	0	0	0	0	0	0	0	0	35
01:00	0	10	13	0	8	0	0	0	0	0	0	0	0	31
02:00	0	1	0	0	8	0	0	0	0	0	0	0	0	9
03:00	0	2	1	0	6	0	0	0	0	0	0	0	0	9
04:00	1	3	9	3	17	0	1	0	0	0	0	0	0	34
05:00	0	17	36	2	34	0	0	0	0	0	0	0	0	89
06:00	1	53	66	2	81	2	1	1	0	0	0	0	1	208
07:00	0	94	103	8	93	3	0	1	0	0	0	0	0	302
08:00	0	107	113	9	61	4	0	0	0	0	0	0	0	294
09:00	0	97	245	6	123	3	0	2	0	0	0	0	0	476
10:00	1	68	310	11	129	10	1	2	0	0	0	0	1	533
11:00	1	63	283	4	149	8	0	4	1	0	0	0	0	513
12 PM	1	79	254	10	162	5	0	2	1	1	0	0	0	515
13:00	0	70	214	11	163	4	1	0	0	0	0	0	0	463
14:00	2	91	223	8	186	4	0	1	1	0	0	0	0	516
15:00	2	118	410	8	185	6	0	1	0	2	0	0	1	733
16:00	0	163	460	17	111	8	0	4	0	0	0	0	0	763
17:00	0	133	467	7	115	8	0	3	0	0	0	0	0	733
18:00	0	107	409	7	129	5	0	1	0	0	0	0	0	658
19:00	0	80	279	0	105	1	0	1	0	0	0	0	0	466
20:00	0	40	196	0	111	1	0	0	0	0	0	0	0	348
21:00	0	27	168	0	71	4	0	0	0	0	0	0	0	270
22:00	0	19	84	0	51	4	0	0	0	0	0	0	0	158
23:00	0	11	50	0	44	0	0	0	0	0	0	0	0	105
Day Total	9	1460	4407	114	2155	80	4	23	3	3	0	0	3	8261
Percent	0.1%	17.7%	53.3%	1.4%	26.1%	1.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	04:00	08:00	10:00	10:00	11:00	10:00	04:00	11:00	11:00				06:00	10:00
Vol.	1	107	310	11	149	10	1	4	1				1	533
PM Peak	14:00	16:00	17:00	16:00	14:00	16:00	13:00	16:00	12:00	15:00			15:00	16:00
Vol.	2	163	467	17	186	8	1	4	1	2			1	763

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/24/18	1	7	29	1	29	0	0	0	0	0	0	0	0	67
01:00	0	1	12	0	17	0	0	0	0	0	0	0	0	30
02:00	0	5	8	0	11	0	0	0	0	0	0	0	0	24
03:00	0	3	6	1	3	0	0	0	0	0	0	0	0	13
04:00	0	2	11	2	11	0	0	0	0	0	0	0	0	26
05:00	1	20	22	1	36	1	0	0	0	0	0	0	1	82
06:00	0	37	85	6	69	1	2	1	0	1	0	0	0	202
07:00	2	86	177	11	114	6	0	0	0	0	0	0	0	396
08:00	1	133	207	10	116	3	0	1	0	1	0	0	0	472
09:00	1	107	330	7	127	12	0	4	1	0	0	0	0	589
10:00	2	70	196	14	145	3	2	2	0	0	0	0	0	434
11:00	1	76	96	10	123	2	0	1	1	0	0	0	2	312
12 PM	0	36	19	1	26	0	0	0	0	0	0	0	0	82
13:00	0	73	80	3	91	1	1	0	0	0	0	0	0	249
14:00	0	52	28	3	45	0	0	0	0	0	0	0	0	128
15:00	0	55	66	4	49	0	0	0	0	0	0	0	0	174
16:00	4	145	344	17	194	2	0	3	0	0	0	0	1	710
17:00	0	118	261	6	171	2	0	0	0	0	0	0	0	558
18:00	1	111	167	5	180	2	0	2	0	0	0	0	0	468
19:00	0	80	127	0	148	3	0	0	0	0	0	0	0	358
20:00	0	57	61	2	92	2	0	0	0	0	0	0	0	214
21:00	0	38	33	1	78	0	0	0	0	0	0	0	0	150
22:00	0	24	28	1	68	0	0	0	0	0	0	0	0	121
23:00	0	11	22	0	46	0	0	0	0	0	0	0	0	79
Day Total	14	1347	2415	106	1989	40	5	14	2	2	0	0	4	5938
Percent	0.2%	22.7%	40.7%	1.8%	33.5%	0.7%	0.1%	0.2%	0.0%	0.0%	0.0%	0.0%	0.1%	
AM Peak	07:00	08:00	09:00	10:00	10:00	09:00	06:00	09:00	09:00	06:00			11:00	09:00
Vol.	2	133	330	14	145	12	2	4	1	1			2	589
PM Peak	16:00	16:00	16:00	16:00	16:00	19:00	13:00	16:00					16:00	16:00
Vol.	4	145	344	17	194	3	1	3					1	710

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Latitude: 0' 0.0000 Undefined

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/25/18	0	14	9	1	33	0	0	0	0	0	0	0	0	57
01:00	1	5	5	1	11	0	0	0	0	0	0	0	0	23
02:00	0	2	3	1	9	0	0	0	0	0	0	0	0	15
03:00	0	5	2	1	3	0	0	0	0	0	0	0	0	11
04:00	0	3	3	0	7	1	0	0	0	0	0	0	0	14
05:00	0	8	8	1	16	0	0	0	0	1	0	0	0	34
06:00	0	43	34	1	51	1	1	0	0	0	0	0	0	131
07:00	0	82	75	9	80	0	1	0	1	0	0	0	0	248
08:00	1	110	191	18	120	4	0	1	0	0	0	0	0	445
09:00	1	82	166	3	69	1	0	2	0	0	0	0	0	324
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	3	354	496	36	399	7	2	3	1	1	0	0	0	1302
Percent	0.2%	27.2%	38.1%	2.8%	30.6%	0.5%	0.2%	0.2%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.	01:00	08:00	08:00	08:00	08:00	08:00	06:00	09:00	07:00	05:00				08:00
PM Peak Vol.	1	110	191	18	120	4	1	2	1	1				445
Grand Total	51	7300	20617	520	10375	414	18	115	23	12	0	0	11	39456
Percent	0.1%	18.5%	52.3%	1.3%	26.3%	1.0%	0.0%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/18/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	507	18	0	8	6	1	0	0	2	0	0	0	542
12 PM	0	513	25	1	10	2	1	0	0	0	0	0	0	552
13:00	1	544	10	0	5	3	0	0	0	1	0	0	0	564
14:00	5	570	9	0	3	0	0	0	0	1	0	0	0	588
15:00	0	545	4	0	1	0	0	0	0	0	0	0	0	550
16:00	5	614	12	0	2	0	0	0	0	0	0	0	0	633
17:00	3	600	5	0	1	0	0	0	0	0	0	0	0	609
18:00	2	484	5	0	1	1	0	0	0	0	0	0	0	493
19:00	5	386	5	0	0	0	0	0	0	0	0	0	0	396
20:00	7	207	0	0	0	0	0	0	0	0	0	0	0	214
21:00	11	159	0	0	0	0	0	0	0	0	0	0	0	170
22:00	6	142	0	0	0	0	0	0	1	1	0	0	0	150
23:00	3	84	0	0	0	0	0	0	0	0	0	0	0	87
Day Total	48	5355	93	1	31	12	2	0	1	5	0	0	0	5548
Percent	0.9%	96.5%	1.7%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak Vol.		11:00 507	11:00 18		11:00 8	11:00 6	11:00 1			11:00 2				11:00 542
PM Peak Vol.	21:00 11	16:00 614	12:00 25	12:00 1	12:00 10	13:00 3	12:00 1		22:00 1	13:00 1				16:00 633

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/20/18	1	59	0	0	0	0	0	0	0	0	0	0	0	60
01:00	2	47	0	0	1	0	0	0	0	0	0	0	0	50
02:00	1	34	0	0	0	0	0	0	0	0	0	0	0	35
03:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
04:00	0	21	0	0	0	0	0	0	0	0	0	0	0	21
05:00	0	22	0	0	0	1	0	0	0	0	0	0	0	23
06:00	1	76	0	0	0	0	0	0	0	0	0	0	0	77
07:00	0	108	2	0	0	0	0	0	0	0	0	0	0	110
08:00	1	135	6	0	1	0	0	0	0	0	0	0	0	143
09:00	0	188	3	0	0	0	0	0	0	0	0	0	0	191
10:00	0	239	3	0	0	0	0	0	0	0	0	0	0	242
11:00	1	266	8	0	2	0	0	0	1	0	0	0	0	278
12 PM	2	263	5	0	2	0	0	0	0	0	0	0	0	272
13:00	2	270	2	0	0	0	0	0	0	0	0	0	0	274
14:00	1	323	6	0	0	0	0	0	0	0	0	0	0	330
15:00	1	295	10	0	0	0	0	0	0	0	0	0	0	306
16:00	3	300	5	0	0	0	0	0	0	0	0	0	0	308
17:00	1	237	4	0	1	0	0	0	0	0	0	0	0	243
18:00	0	212	4	0	0	0	0	0	0	0	0	0	0	216
19:00	0	205	3	0	1	0	0	0	0	0	0	0	0	209
20:00	0	176	0	0	0	0	0	1	0	0	0	0	0	177
21:00	1	147	0	0	0	0	0	0	0	0	0	0	0	148
22:00	0	104	3	0	0	0	0	0	0	0	0	0	0	107
23:00	0	83	1	0	0	0	0	0	0	0	0	0	0	84
Day Total	18	3831	65	0	8	1	0	1	1	0	0	0	0	3925
Percent	0.5%	97.6%	1.7%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
AM Peak	01:00	11:00	11:00		11:00	05:00			11:00					11:00
Vol.	2	266	8		2	1			1					278
PM Peak	16:00	14:00	15:00		12:00			20:00						14:00
Vol.	3	323	10		2			1						330

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/21/18	0	37	0	0	0	0	0	0	1	0	0	0	0	38
01:00	0	22	0	0	0	0	0	0	0	0	0	0	0	22
02:00	0	9	0	0	0	0	0	0	0	0	0	0	0	9
03:00	0	9	0	0	1	0	0	0	0	1	0	0	0	11
04:00	0	28	1	0	0	1	0	0	0	0	0	0	0	30
05:00	2	59	2	0	1	0	0	0	0	0	0	0	0	64
06:00	7	247	7	0	1	1	0	0	0	0	0	0	0	263
07:00	5	352	7	0	0	2	0	0	1	1	0	0	0	368
08:00	3	320	12	0	3	4	3	1	0	0	0	0	0	346
09:00	1	264	19	0	4	3	1	0	0	0	0	0	0	292
10:00	1	261	15	0	4	3	0	0	0	1	0	0	0	285
11:00	1	249	6	0	2	2	0	0	1	2	0	0	0	263
12 PM	1	251	4	0	2	1	0	1	1	1	0	0	0	262
13:00	6	239	9	0	1	3	0	1	0	1	0	0	0	260
14:00	2	285	1	0	1	0	0	0	0	1	0	0	0	290
15:00	2	299	12	0	4	0	0	0	2	0	0	0	0	319
16:00	1	352	11	0	2	2	0	0	0	0	0	0	0	368
17:00	2	360	11	0	1	0	0	0	0	0	0	0	0	374
18:00	5	343	5	0	1	0	0	0	0	0	0	0	0	354
19:00	3	264	6	0	0	0	0	0	0	0	0	0	0	273
20:00	4	200	2	0	0	0	0	0	1	0	0	0	0	207
21:00	3	258	3	1	1	0	0	0	0	0	0	0	0	266
22:00	4	177	1	1	0	0	0	0	0	0	0	0	0	183
23:00	2	111	0	0	0	0	0	0	0	0	0	0	0	113
Day Total	55	4996	134	2	29	22	4	3	7	8	0	0	0	5260
Percent	1.0%	95.0%	2.5%	0.0%	0.6%	0.4%	0.1%	0.1%	0.1%	0.2%	0.0%	0.0%	0.0%	
AM Peak	06:00	07:00	09:00		09:00	08:00	08:00	08:00	00:00	11:00				07:00
Vol.	7	352	19		4	4	3	1	1	2				368
PM Peak	13:00	17:00	15:00	21:00	15:00	13:00		12:00	15:00	12:00				17:00
Vol.	6	360	12	1	4	3		1	2	1				374

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/22/18	2	32	0	0	0	0	0	0	0	0	0	0	0	34
01:00	1	20	0	0	0	0	0	0	0	0	0	0	0	21
02:00	0	7	1	0	1	0	0	0	0	0	0	0	0	9
03:00	3	11	0	0	0	0	0	0	0	1	0	0	0	15
04:00	2	33	1	0	1	0	0	0	0	0	0	0	0	37
05:00	5	83	1	0	3	0	0	0	0	0	0	0	0	92
06:00	2	246	2	0	2	4	0	0	0	0	0	0	0	256
07:00	7	536	14	0	13	2	0	0	1	0	0	0	0	573
08:00	4	568	21	1	7	3	2	1	0	2	0	0	1	610
09:00	4	505	20	1	6	1	2	1	1	0	0	0	0	541
10:00	0	397	18	0	5	1	1	0	0	3	0	0	0	425
11:00	1	394	13	0	3	4	0	0	0	2	0	0	0	417
12 PM	1	433	6	0	4	4	0	0	0	1	0	0	0	449
13:00	2	452	15	0	2	2	0	0	0	0	0	0	0	473
14:00	6	469	13	0	5	1	0	0	0	0	0	0	0	494
15:00	2	448	6	1	12	1	0	0	0	0	0	0	0	470
16:00	7	460	7	0	2	1	0	0	1	0	0	0	0	478
17:00	6	443	2	1	3	0	0	0	0	0	0	0	0	455
18:00	3	434	8	0	1	0	0	0	0	0	0	0	0	446
19:00	1	380	2	0	0	0	0	0	0	0	0	0	0	383
20:00	5	298	2	0	0	0	1	0	0	0	0	0	0	306
21:00	3	154	0	0	0	0	0	0	0	0	0	0	0	157
22:00	4	151	0	0	0	0	0	0	0	0	0	0	0	155
23:00	5	85	0	0	0	0	0	0	0	0	0	0	0	90
Day Total	76	7039	152	4	70	24	6	2	3	9	0	0	1	7386
Percent	1.0%	95.3%	2.1%	0.1%	0.9%	0.3%	0.1%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	07:00	08:00	08:00	08:00	07:00	06:00	08:00	08:00	07:00	10:00			08:00	08:00
Vol.	7	568	21	1	13	4	2	1	1	3			1	610
PM Peak	16:00	14:00	13:00	15:00	15:00	12:00	20:00		16:00	12:00				14:00
Vol.	7	469	15	1	12	4	1		1	1				494

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/23/18	0	44	0	0	0	0	0	0	0	0	0	0	0	44
01:00	1	14	1	0	0	0	0	0	0	0	0	0	0	16
02:00	2	9	0	0	0	0	0	0	0	0	0	0	0	11
03:00	1	9	0	0	0	0	0	0	0	0	0	0	0	10
04:00	1	27	0	0	0	2	0	0	0	0	0	0	0	30
05:00	5	86	1	0	1	0	0	0	0	0	0	0	0	93
06:00	9	304	4	0	1	2	0	0	0	0	0	0	0	320
07:00	5	437	5	1	7	1	0	1	0	0	0	0	0	457
08:00	3	389	11	0	9	4	0	0	0	1	0	0	0	417
09:00	4	453	14	1	7	0	0	0	0	0	0	0	1	480
10:00	3	393	12	0	4	2	1	0	1	1	0	0	0	417
11:00	3	447	14	0	1	1	0	0	0	2	0	0	0	468
12 PM	2	471	12	0	1	2	0	0	0	0	0	0	0	488
13:00	3	432	10	0	7	0	0	0	0	2	0	0	0	454
14:00	4	487	6	0	3	1	0	0	0	0	0	0	0	501
15:00	3	508	13	0	13	0	1	0	0	0	0	0	0	538
16:00	4	615	16	0	12	1	0	0	0	0	0	0	0	648
17:00	5	610	10	0	3	0	0	0	0	0	0	0	0	628
18:00	1	623	11	0	2	0	0	0	0	0	0	0	0	637
19:00	0	543	4	0	1	0	0	0	0	0	0	0	0	548
20:00	1	359	5	0	0	0	0	0	0	0	0	0	0	365
21:00	2	286	1	0	0	0	0	0	0	0	0	0	0	289
22:00	1	218	1	0	0	0	0	0	0	0	0	0	0	220
23:00	1	111	2	0	0	0	0	0	0	0	0	0	0	114
Day Total	64	7875	153	2	72	16	2	1	1	6	0	0	1	8193
Percent	0.8%	96.1%	1.9%	0.0%	0.9%	0.2%	0.0%	0.0%	0.0%	0.1%	0.0%	0.0%	0.0%	
AM Peak	06:00	09:00	09:00	07:00	08:00	08:00	10:00	07:00	10:00	11:00			09:00	09:00
Vol.	9	453	14	1	9	4	1	1	1	2			1	480
PM Peak	17:00	18:00	16:00		15:00	12:00	15:00			13:00				16:00
Vol.	5	623	16		13	2	1			2				648

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Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/24/18	2	56	0	0	0	0	0	0	0	0	0	0	0	58
01:00	1	32	0	0	0	0	0	0	0	0	0	0	0	33
02:00	0	12	0	0	0	0	0	0	0	0	0	0	0	12
03:00	0	12	0	0	0	1	0	0	0	1	0	0	0	14
04:00	3	27	0	0	3	1	0	0	1	0	0	0	0	35
05:00	5	74	1	0	0	2	0	0	0	0	0	0	0	82
06:00	4	301	4	0	0	3	0	0	0	0	0	0	0	312
07:00	8	516	7	1	13	2	0	1	1	1	0	0	0	550
08:00	9	547	18	1	12	2	0	1	1	1	0	0	0	592
09:00	4	504	21	0	4	5	0	0	2	1	0	0	0	541
10:00	2	390	12	0	3	3	1	0	1	0	0	0	1	413
11:00	4	358	2	0	3	3	0	1	0	1	0	0	0	372
12 PM	2	124	5	1	1	0	0	0	0	0	0	0	0	133
13:00	6	347	5	0	4	4	2	0	0	1	0	0	0	369
14:00	3	188	3	0	1	1	0	0	0	0	0	0	0	196
15:00	1	191	2	0	8	0	1	0	0	0	0	0	0	203
16:00	0	572	3	0	8	0	0	0	0	0	0	0	0	583
17:00	2	597	10	0	9	0	1	0	0	0	0	0	0	619
18:00	8	612	3	0	4	0	1	0	0	0	0	0	0	628
19:00	7	495	3	0	0	0	0	0	0	0	0	0	0	505
20:00	6	309	4	0	0	0	0	0	0	0	0	0	0	319
21:00	8	250	0	1	1	0	0	0	1	0	0	0	0	261
22:00	1	156	0	0	0	0	0	0	0	0	0	0	0	157
23:00	6	101	2	1	0	0	0	0	0	0	0	0	0	110
Day Total	92	6771	105	5	74	27	6	3	7	6	0	0	1	7097
Percent	1.3%	95.4%	1.5%	0.1%	1.0%	0.4%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	
AM Peak	08:00	08:00	09:00	07:00	07:00	09:00	10:00	07:00	09:00	03:00			10:00	08:00
Vol.	9	547	21	1	13	5	1	1	2	1			1	592
PM Peak	18:00	18:00	17:00	12:00	17:00	13:00	13:00		21:00	13:00				18:00
Vol.	8	612	10	1	9	4	2		1	1				628

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Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Total
05/25/18	4	42	0	0	0	0	0	0	0	0	0	0	0	46
01:00	3	30	0	0	0	0	0	0	0	0	0	0	0	33
02:00	3	14	1	0	0	0	0	0	0	0	0	0	0	18
03:00	1	18	0	0	0	0	0	0	0	0	0	0	0	19
04:00	0	23	0	0	1	1	0	0	0	1	0	0	0	26
05:00	5	66	0	0	1	1	0	1	0	0	0	0	0	74
06:00	8	247	1	1	1	2	0	0	0	0	0	0	0	260
07:00	5	438	8	0	11	3	0	0	1	0	0	0	1	467
08:00	10	559	24	0	13	3	1	1	1	0	0	0	0	612
09:00	3	307	3	0	3	2	1	1	0	0	0	0	0	320
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Day Total	42	1744	37	1	30	12	2	3	2	1	0	0	1	1875
Percent	2.2%	93.0%	2.0%	0.1%	1.6%	0.6%	0.1%	0.2%	0.1%	0.1%	0.0%	0.0%	0.1%	
AM Peak Vol.	08:00	08:00	08:00	06:00	08:00	07:00	08:00	05:00	07:00	04:00			07:00	08:00
PM Peak Vol.	10	559	24	1	13	3	1	1	1	1			1	612
Grand Total	452	40941	768	19	323	119	22	13	22	35	0	0	4	42718
Percent	1.1%	95.8%	1.8%	0.0%	0.8%	0.3%	0.1%	0.0%	0.1%	0.1%	0.0%	0.0%	0.0%	

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/18/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	7	7	13	39	102	203	140	38	18	7	1	0	0	575
12 PM	0	0	1	3	14	71	162	196	127	44	14	6	1	0	0	639
13:00	0	1	0	1	27	66	104	148	129	75	22	3	3	0	0	579
14:00	0	0	1	8	22	33	102	150	140	84	31	11	5	2	0	589
15:00	0	0	0	8	30	48	96	172	159	93	47	16	13	2	1	685
16:00	0	1	1	0	9	21	89	161	166	113	49	22	8	2	0	642
17:00	0	1	1	6	15	14	45	73	107	108	55	20	11	4	4	464
18:00	0	1	0	0	9	8	10	43	91	81	42	24	5	5	0	319
19:00	0	1	0	0	1	2	0	6	22	38	31	44	14	5	5	169
20:00	0	0	1	1	2	3	0	6	13	6	28	11	15	4	1	91
21:00	0	0	0	0	0	2	0	5	6	24	15	7	4	3	1	67
22:00	0	0	0	0	0	1	2	4	11	7	28	13	5	3	1	75
23:00	0	0	0	0	0	0	0	9	10	10	7	8	5	2	3	54
Total	0	5	12	34	142	308	712	1176	1121	721	387	192	90	32	16	4948

Tri-State Traffic Data, Inc.
(610) 466-1469
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Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/19/18	0	0	0	0	0	0	2	1	4	6	12	9	4	1	0	39
01:00	0	0	0	0	0	0	0	0	0	1	5	4	3	0	1	14
02:00	0	0	0	0	0	0	0	0	1	4	4	4	0	1	0	14
03:00	0	0	0	0	0	0	0	2	0	2	0	5	3	1	0	13
04:00	0	0	0	0	0	0	2	2	0	3	1	2	1	3	2	16
05:00	0	0	0	0	0	0	0	1	1	8	4	3	2	3	3	25
06:00	0	0	0	0	0	0	0	3	18	8	18	11	6	3	4	71
07:00	0	0	0	0	2	4	7	13	26	28	18	17	9	5	4	133
08:00	0	0	0	1	4	1	2	15	23	34	29	24	15	10	4	162
09:00	0	0	2	1	5	4	10	26	35	26	17	23	9	4	3	165
10:00	0	0	0	0	1	3	4	5	12	16	11	6	4	2	1	65
11:00	0	0	0	1	0	0	2	16	11	17	9	11	4	2	0	73
12 PM	0	0	0	0	1	0	6	29	29	25	18	14	4	4	0	130
13:00	0	1	0	0	3	3	17	51	62	41	31	10	5	2	0	226
14:00	0	1	0	1	2	8	13	61	68	62	30	14	12	1	3	276
15:00	0	0	0	0	0	3	5	30	71	68	39	17	8	1	0	242
16:00	0	2	0	0	2	7	8	14	67	68	34	24	10	3	4	243
17:00	0	0	0	0	3	4	10	22	35	59	40	22	9	7	2	213
18:00	0	0	0	0	0	4	0	3	27	36	25	16	9	2	0	122
19:00	0	0	0	0	0	0	1	17	30	52	24	10	6	3	1	144
20:00	0	0	0	0	1	3	0	11	23	25	16	8	5	1	0	93
21:00	0	0	0	0	0	0	4	5	15	15	11	6	5	2	4	67
22:00	0	0	0	0	0	0	3	7	11	20	19	3	3	5	0	71
23:00	0	0	0	0	0	1	1	12	22	25	16	9	8	3	2	99
Total	0	4	2	4	24	45	97	346	591	649	431	272	144	69	38	2716

Tri-State Traffic Data, Inc.
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Road Name: Broadway
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Site Code: 0000Broadway
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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/20/18	0	0	0	0	1	1	0	8	13	11	13	11	7	4	1	70
01:00	0	0	0	0	0	0	5	2	12	14	9	7	5	2	0	56
02:00	0	0	0	0	0	0	0	3	2	4	3	2	2	2	0	18
03:00	0	0	0	0	0	2	0	3	2	3	3	1	1	0	1	16
04:00	0	0	0	0	0	0	1	1	1	3	2	2	2	0	1	13
05:00	0	0	0	0	0	0	0	1	2	6	6	4	2	3	0	24
06:00	0	0	0	0	0	0	1	2	17	15	13	7	7	1	3	66
07:00	0	0	0	0	0	3	4	11	25	34	23	10	8	6	3	127
08:00	0	0	0	0	0	3	4	23	42	39	30	16	12	4	1	174
09:00	0	0	0	0	0	1	11	36	68	52	24	11	3	2	0	208
10:00	0	1	0	0	0	2	15	60	75	46	30	14	8	2	1	254
11:00	0	0	0	0	0	7	24	43	77	72	28	13	8	5	5	282
12 PM	0	0	1	0	0	6	25	82	102	73	34	14	4	3	0	344
13:00	0	1	0	0	0	10	25	68	84	80	56	11	5	5	1	346
14:00	0	0	0	5	11	12	35	69	88	60	21	14	7	3	1	326
15:00	0	2	5	15	41	62	64	67	73	39	11	4	0	0	1	384
16:00	0	0	0	0	1	6	28	94	97	66	30	5	1	0	0	328
17:00	0	0	0	0	0	7	28	99	78	52	19	4	1	1	0	289
18:00	0	1	0	0	2	4	24	74	83	31	21	7	3	1	0	251
19:00	0	0	0	0	0	1	7	36	64	35	15	14	5	0	1	178
20:00	0	0	0	0	2	1	13	45	54	31	15	8	3	0	0	172
21:00	0	0	0	0	0	2	14	28	33	31	21	12	1	0	1	143
22:00	0	0	0	0	0	1	5	12	19	17	11	4	3	1	0	73
23:00	0	0	0	0	0	1	2	13	12	13	9	6	2	2	0	60
Total	0	5	6	20	58	132	335	880	1123	827	447	201	100	47	21	4202

Tri-State Traffic Data, Inc.
(610) 466-1469
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Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/21/18	0	0	0	0	0	1	0	5	9	10	3	6	1	4	2	41
01:00	0	0	0	0	0	0	2	3	5	5	5	2	1	1	0	24
02:00	0	0	0	0	0	0	0	0	0	2	1	2	0	0	1	6
03:00	0	0	0	0	0	0	0	1	3	2	2	2	2	0	0	12
04:00	0	0	0	0	0	1	1	3	4	5	9	6	4	1	1	35
05:00	0	0	1	0	2	3	2	4	14	14	18	10	9	2	2	81
06:00	0	1	1	1	1	4	4	15	24	36	53	41	22	14	6	223
07:00	0	1	1	0	5	4	14	52	94	86	66	37	15	6	4	385
08:00	0	0	0	0	13	10	27	71	96	82	38	25	7	3	1	373
09:00	0	1	0	0	6	5	39	87	88	55	29	9	2	1	1	323
10:00	0	0	0	0	0	8	35	89	83	59	19	9	3	0	1	306
11:00	0	0	2	0	0	5	23	61	61	52	29	13	5	2	0	253
12 PM	0	0	0	0	4	10	38	73	89	53	34	14	4	0	3	322
13:00	0	1	0	0	1	5	6	46	86	73	31	28	10	5	1	293
14:00	0	1	1	0	2	8	12	58	82	69	44	44	12	3	1	337
15:00	0	1	0	0	2	17	56	90	145	91	45	16	5	1	2	471
16:00	0	1	1	0	1	7	39	108	120	71	41	16	15	1	2	423
17:00	0	0	0	0	7	28	76	130	126	78	33	15	3	0	2	498
18:00	0	0	1	0	1	9	17	57	71	82	35	18	10	3	1	305
19:00	0	0	0	0	1	5	7	17	49	49	40	28	8	8	4	216
20:00	0	0	0	0	0	0	4	19	22	32	30	21	12	8	1	149
21:00	0	0	0	1	4	6	7	17	36	31	28	23	8	3	2	166
22:00	0	0	0	0	1	0	1	7	18	24	22	12	12	6	1	104
23:00	0	1	0	0	0	1	1	3	9	11	31	10	12	4	4	87
Total	0	8	8	2	51	137	411	1016	1334	1072	686	407	182	76	43	5433

Tri-State Traffic Data, Inc.
(610) 466-1469
TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/22/18	0	0	0	0	0	0	0	2	2	9	0	0	3	1	0	17
01:00	0	0	0	0	0	0	0	0	0	10	4	4	1	1	1	21
02:00	0	0	0	0	0	0	0	1	0	0	2	3	3	2	1	12
03:00	0	0	0	0	0	0	0	0	0	0	3	1	1	1	0	6
04:00	0	0	0	0	0	1	0	1	2	3	2	4	0	3	1	17
05:00	0	0	0	0	0	1	1	4	13	15	13	9	16	6	3	81
06:00	0	0	0	0	1	3	5	10	27	50	41	25	16	7	3	188
07:00	0	0	2	5	7	16	31	62	104	89	51	30	9	7	0	413
08:00	0	3	1	2	11	39	69	149	131	86	40	20	3	0	0	554
09:00	0	0	1	2	9	32	119	144	166	79	31	11	6	4	0	604
10:00	0	2	1	4	20	29	93	137	122	73	38	10	2	2	0	533
11:00	0	0	0	2	15	20	87	129	127	74	25	16	5	0	1	501
12 PM	0	1	0	3	17	40	107	168	120	60	27	13	5	0	1	562
13:00	0	1	0	1	13	28	83	119	101	73	25	13	4	4	1	466
14:00	0	1	0	7	13	28	77	93	104	64	34	16	7	0	2	446
15:00	0	2	0	2	7	26	78	91	93	60	25	10	2	3	1	400
16:00	0	5	1	3	12	29	66	123	103	41	19	7	3	1	0	413
17:00	0	0	2	2	7	24	60	66	66	42	28	9	2	1	0	309
18:00	0	0	0	0	9	8	39	36	59	60	36	15	6	1	2	271
19:00	0	0	0	1	5	4	26	56	58	59	22	11	8	1	1	252
20:00	0	1	0	0	0	3	8	18	38	36	30	17	3	6	5	165
21:00	0	0	0	0	1	0	0	6	8	20	19	14	6	5	3	82
22:00	0	0	0	1	0	0	1	3	13	12	26	13	16	2	1	88
23:00	0	0	0	1	0	0	4	3	9	13	15	20	9	8	6	88
Total	0	16	8	36	147	331	954	1421	1466	1028	556	291	136	66	33	6489

Tri-State Traffic Data, Inc.
(610) 466-1469
TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/23/18	0	0	0	0	0	1	0	2	4	3	11	8	1	1	1	32
01:00	0	0	0	0	0	0	1	4	8	3	5	4	2	2	1	30
02:00	0	0	0	0	0	0	0	1	2	0	0	1	2	0	0	6
03:00	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	5
04:00	0	0	0	0	0	2	1	1	1	7	10	5	2	2	1	32
05:00	0	0	0	0	0	1	7	2	5	14	15	19	13	5	6	87
06:00	0	0	1	0	2	9	4	14	19	42	44	30	19	6	9	199
07:00	0	1	1	1	5	7	25	48	75	64	39	21	6	8	1	302
08:00	0	2	2	0	6	11	48	85	57	53	25	2	1	1	1	294
09:00	0	0	4	1	10	25	79	128	122	62	25	13	5	2	0	476
10:00	0	1	0	5	21	17	79	141	132	77	40	9	6	4	0	532
11:00	0	1	0	1	9	15	83	126	116	77	54	10	13	4	1	510
12 PM	0	1	0	1	20	34	50	140	103	91	45	17	12	0	0	514
13:00	0	0	1	4	14	13	48	106	110	90	39	23	9	5	0	462
14:00	0	1	0	4	18	24	47	87	130	110	61	23	7	4	0	516
15:00	0	1	1	0	15	35	132	210	188	91	33	21	5	1	0	733
16:00	0	0	6	25	42	85	164	191	140	60	32	12	4	1	1	763
17:00	0	0	0	2	9	38	143	237	177	70	41	13	1	1	0	732
18:00	0	1	1	3	15	26	73	146	173	125	61	21	9	1	3	658
19:00	0	0	0	1	6	18	34	83	117	83	66	32	19	5	1	465
20:00	0	1	0	1	4	2	10	41	97	85	63	24	14	4	2	348
21:00	0	0	0	0	0	12	23	50	59	60	33	14	6	6	4	267
22:00	0	0	0	2	0	3	7	25	35	32	26	14	8	2	2	156
23:00	0	0	0	0	0	1	4	18	15	19	7	13	10	7	5	99
Total	0	10	17	51	196	379	1062	1886	1885	1320	775	351	174	73	39	8218

Tri-State Traffic Data, Inc.
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Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/24/18	0	0	0	0	0	0	0	7	8	18	19	4	4	3	1	64
01:00	0	0	0	0	0	0	0	1	5	5	6	3	1	8	1	30
02:00	0	0	0	0	0	0	0	0	0	3	3	2	7	3	3	21
03:00	0	0	0	0	0	0	0	2	2	2	4	1	0	0	1	12
04:00	0	0	0	0	1	0	0	1	6	1	4	3	5	4	0	25
05:00	0	0	0	0	0	1	2	5	6	11	12	18	9	5	7	76
06:00	0	0	0	0	1	2	6	26	32	40	45	27	11	6	5	201
07:00	0	0	2	1	3	18	40	92	97	57	45	27	10	2	2	396
08:00	0	0	0	5	12	39	79	147	92	64	23	7	3	0	0	471
09:00	0	1	0	3	12	32	93	143	165	82	33	15	8	2	0	589
10:00	0	0	0	2	5	22	54	108	96	88	38	10	5	2	2	432
11:00	0	1	0	0	6	7	16	59	66	86	35	21	7	6	0	310
12 PM	0	0	0	0	2	4	9	12	11	11	30	2	0	1	0	82
13:00	0	1	3	6	14	7	14	50	62	46	28	9	5	2	2	249
14:00	0	0	0	1	3	4	5	29	33	19	17	9	4	2	1	127
15:00	0	0	0	1	2	16	24	43	39	30	10	4	4	1	0	174
16:00	0	5	5	19	39	52	116	166	138	87	59	18	4	0	1	709
17:00	0	0	0	1	6	31	74	133	121	96	53	27	11	3	2	558
18:00	0	0	0	2	11	15	38	113	94	75	61	40	11	3	3	466
19:00	0	1	0	0	3	8	35	46	75	87	51	30	10	8	1	355
20:00	0	0	0	0	7	5	15	17	50	48	42	15	9	5	0	213
21:00	0	0	2	2	2	2	2	11	24	33	30	22	16	3	0	149
22:00	0	0	0	0	3	4	2	5	19	18	32	15	16	4	2	120
23:00	0	0	0	0	0	1	2	5	7	18	14	13	10	3	1	74
Total	0	9	12	43	132	270	626	1221	1248	1025	694	342	170	76	35	5903

Tri-State Traffic Data, Inc.
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Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/25/18	0	0	0	0	0	0	0	0	0	20	15	9	6	2	3	55
01:00	0	0	0	0	0	3	2	1	1	4	4	4	0	1	1	21
02:00	0	0	0	0	0	0	0	0	0	3	5	2	1	1	1	13
03:00	0	0	0	0	1	0	1	1	1	3	1	0	0	1	2	11
04:00	0	0	0	0	1	0	0	0	2	2	2	1	2	3	1	14
05:00	0	0	0	0	0	0	1	0	4	8	3	1	6	4	1	28
06:00	0	0	1	0	1	1	5	9	19	34	22	21	5	4	4	126
07:00	0	0	0	0	2	7	6	30	61	89	29	17	5	2	0	248
08:00	0	0	6	5	15	29	59	106	98	74	38	5	6	3	0	444
09:00	0	0	8	7	17	20	44	94	81	30	15	7	0	1	0	324
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	0	15	12	37	60	118	241	267	267	134	67	31	22	13	1284
Grand Total	0	57	80	202	787	1662	4315	8187	9035	6909	4110	2123	1027	461	238	39193

Stats
 15th Percentile : 33 MPH
 50th Percentile : 42 MPH
 85th Percentile : 52 MPH
 95th Percentile : 58 MPH

 Mean Speed(Average) : 43 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 17222
 Percent in Pace : 43.9%
 Number of Vehicles > 35 MPH : 32090
 Percent of Vehicles > 35 MPH : 81.9%

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/18/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	0	0	8	22	111	298	93	8	2	0	0	0	0	0	0	542
12 PM	0	0	3	13	161	313	54	6	2	0	0	0	0	0	0	552
13:00	0	1	11	36	216	263	32	2	1	1	1	0	0	0	0	564
14:00	0	1	4	45	275	239	21	0	2	0	1	0	0	0	0	588
15:00	0	0	5	25	201	270	44	1	2	2	0	0	0	0	0	550
16:00	0	0	14	21	237	322	25	3	5	3	0	2	0	1	0	633
17:00	0	1	7	36	304	239	18	0	2	1	0	1	0	0	0	609
18:00	0	2	4	15	241	222	5	0	1	2	1	0	0	0	0	493
19:00	0	1	5	8	160	203	16	0	0	1	0	1	0	0	0	395
20:00	0	0	1	12	94	105	2	0	0	0	0	0	0	0	0	214
21:00	0	0	0	8	79	75	7	1	0	0	0	0	0	0	0	170
22:00	0	0	0	3	53	83	10	1	0	0	0	0	0	0	0	150
23:00	0	0	0	3	33	46	5	0	0	0	0	0	0	0	0	87
Total	0	6	62	247	2165	2678	332	22	17	10	3	4	0	1	0	5547

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/19/18	0	0	0	3	22	41	6	0	0	0	0	0	0	0	0	72
01:00	0	0	0	0	10	19	3	1	0	0	0	0	1	0	0	34
02:00	0	0	0	0	5	16	2	0	0	0	0	0	0	0	0	23
03:00	0	0	0	0	5	11	4	0	0	0	0	0	0	0	0	20
04:00	0	0	0	1	5	8	4	1	0	0	0	0	0	0	0	19
05:00	0	0	0	0	2	25	8	0	0	0	0	0	0	0	0	35
06:00	0	0	0	1	11	56	22	2	0	0	0	0	0	0	0	92
07:00	0	0	0	0	25	65	10	2	0	0	1	1	0	0	0	104
08:00	0	0	0	2	75	94	17	0	0	0	0	0	0	0	0	188
09:00	0	1	1	3	59	78	0	0	2	2	0	0	0	0	0	146
10:00	0	1	2	3	56	55	1	0	1	0	0	0	0	0	0	119
11:00	0	2	2	13	72	50	5	0	0	0	0	0	0	0	0	144
12 PM	0	0	2	8	88	83	3	2	1	0	1	0	0	0	0	188
13:00	0	0	0	9	105	113	22	1	1	0	0	0	0	0	0	251
14:00	0	0	0	4	62	159	20	2	0	0	0	0	1	0	0	248
15:00	0	0	0	0	78	134	24	1	0	2	0	1	0	0	0	240
16:00	0	0	0	4	43	179	24	0	0	0	0	2	0	0	0	252
17:00	0	0	0	2	86	146	25	2	0	2	0	0	1	0	0	264
18:00	0	1	0	4	58	159	20	1	0	0	0	0	0	0	0	243
19:00	0	0	0	6	38	125	24	0	0	0	0	0	0	0	0	193
20:00	0	0	0	6	68	86	11	0	0	1	1	0	0	0	0	173
21:00	0	1	0	0	56	88	10	0	0	0	0	0	0	0	0	155
22:00	0	1	0	2	41	77	14	1	0	0	0	0	0	0	0	136
23:00	0	0	0	1	25	62	4	2	0	0	0	0	0	0	0	94
Total	0	7	7	72	1095	1929	283	18	5	7	3	4	3	0	0	3433

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/20/18	0	0	0	1	12	37	10	0	0	0	0	0	0	0	0	60
01:00	0	0	0	0	9	33	8	0	0	0	0	0	0	0	0	50
02:00	0	0	0	0	10	23	2	0	0	0	0	0	0	0	0	35
03:00	0	0	0	1	4	7	9	0	0	0	0	0	0	0	0	21
04:00	0	0	0	0	6	8	7	0	0	0	0	0	0	0	0	21
05:00	0	0	0	0	1	13	6	3	0	0	0	0	0	0	0	23
06:00	0	0	0	1	3	33	33	7	0	0	0	0	0	0	0	77
07:00	0	0	1	0	9	42	52	4	2	0	0	0	0	0	0	110
08:00	0	0	0	0	12	77	43	8	3	0	0	0	0	0	0	143
09:00	0	0	2	2	21	101	56	5	4	0	0	0	0	0	0	191
10:00	0	0	0	1	15	119	97	7	0	0	2	0	1	0	0	242
11:00	0	0	0	1	22	171	79	4	1	0	0	0	0	0	0	278
12 PM	0	0	1	1	40	171	57	0	1	1	0	0	0	0	0	272
13:00	0	0	3	2	42	162	60	4	0	1	0	0	0	0	0	274
14:00	0	0	5	6	43	193	78	0	3	0	0	1	0	0	1	330
15:00	0	1	0	11	79	176	35	3	0	1	0	0	0	0	0	306
16:00	0	0	2	4	21	184	90	5	0	1	1	0	0	0	0	308
17:00	0	0	1	2	31	137	63	6	0	2	1	0	0	0	0	243
18:00	0	0	1	0	26	103	75	8	3	0	0	0	0	0	0	216
19:00	0	0	0	2	35	107	61	3	0	1	0	0	0	0	0	209
20:00	0	0	0	0	25	85	60	5	2	0	0	0	0	0	0	177
21:00	0	0	0	1	28	71	44	4	0	0	0	0	0	0	0	148
22:00	0	0	0	0	20	51	31	5	0	0	0	0	0	0	0	107
23:00	0	0	0	0	11	39	31	3	0	0	0	0	0	0	0	84
Total	0	1	16	36	525	2143	1087	84	19	7	4	1	1	0	1	3925

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/21/18	0	0	0	0	2	18	16	2	0	0	0	0	0	0	0	38
01:00	0	0	0	1	3	12	6	0	0	0	0	0	0	0	0	22
02:00	0	0	0	0	1	2	5	1	0	0	0	0	0	0	0	9
03:00	0	0	0	0	0	6	3	2	0	0	0	0	0	0	0	11
04:00	0	0	0	0	0	11	14	3	2	0	0	0	0	0	0	30
05:00	0	0	0	0	3	16	28	16	1	0	0	0	0	0	0	64
06:00	0	1	2	2	11	137	99	6	0	2	2	1	0	0	0	263
07:00	0	3	1	3	62	219	71	2	1	3	1	2	0	0	0	368
08:00	0	2	0	5	91	199	41	3	0	4	0	0	1	0	0	346
09:00	0	0	1	0	43	170	69	3	1	3	1	1	0	0	0	292
10:00	0	0	1	5	45	173	60	1	0	0	0	0	0	0	0	285
11:00	0	0	0	8	57	164	31	0	0	2	0	1	0	0	0	263
12 PM	0	0	0	8	89	134	24	2	2	1	2	0	0	0	0	262
13:00	0	2	2	3	72	153	22	4	0	1	1	0	0	0	0	260
14:00	0	0	1	3	56	189	36	2	0	2	0	1	0	0	0	290
15:00	0	0	0	17	100	172	24	4	1	0	1	0	0	0	0	319
16:00	0	0	0	1	72	223	64	4	1	2	0	0	1	0	0	368
17:00	0	1	2	6	91	225	44	0	0	3	1	1	0	0	0	374
18:00	0	0	0	6	100	203	39	3	0	1	1	1	0	0	0	354
19:00	0	0	0	2	70	173	25	1	0	0	0	0	0	0	1	272
20:00	0	0	1	4	87	102	11	0	0	2	0	0	0	0	0	207
21:00	0	1	1	19	139	100	5	0	0	0	1	0	0	0	0	266
22:00	0	1	1	3	60	98	18	0	1	0	1	0	0	0	0	183
23:00	0	1	0	2	40	64	4	0	0	1	0	1	0	0	0	113
Total	0	12	13	98	1294	2963	759	59	10	27	12	9	2	0	1	5259

Tri-State Traffic Data, Inc.
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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/22/18	0	0	0	1	11	18	3	0	0	1	0	0	0	0	0	34
01:00	0	0	0	1	5	10	4	1	0	0	0	0	0	0	0	21
02:00	0	0	0	0	1	7	1	0	0	0	0	0	0	0	0	9
03:00	0	0	0	0	4	6	4	1	0	0	0	0	0	0	0	15
04:00	0	0	0	0	3	18	15	1	0	0	0	0	0	0	0	37
05:00	0	0	0	0	13	38	35	4	0	0	0	0	1	0	0	91
06:00	0	0	0	1	38	159	48	2	0	4	1	1	1	0	1	256
07:00	0	7	6	46	183	284	37	5	2	1	2	0	0	0	0	573
08:00	0	5	11	60	262	240	17	0	4	6	3	2	0	0	0	610
09:00	0	1	3	16	177	288	50	4	1	0	0	1	0	0	0	541
10:00	0	1	1	6	108	268	31	8	0	1	0	1	0	0	0	425
11:00	0	0	4	11	119	245	35	3	0	0	0	0	0	0	0	417
12 PM	0	0	0	18	149	235	39	2	1	3	1	1	0	0	0	449
13:00	0	2	5	18	227	201	16	0	0	3	0	0	0	1	0	473
14:00	0	2	7	52	295	128	6	1	2	1	0	0	0	0	0	494
15:00	0	11	13	39	277	120	6	2	1	1	0	0	0	0	0	470
16:00	0	8	22	61	263	117	1	2	4	0	0	0	0	0	0	478
17:00	0	8	26	72	218	121	6	0	2	1	1	0	0	0	0	455
18:00	0	8	7	24	242	160	3	0	1	0	1	0	0	0	0	446
19:00	0	0	2	13	192	163	10	2	1	0	0	0	0	0	0	383
20:00	0	2	1	15	159	121	3	0	3	2	0	0	0	0	0	306
21:00	0	0	0	1	78	70	7	0	0	0	0	0	1	0	0	157
22:00	0	0	2	3	59	79	11	0	0	1	0	0	0	0	0	155
23:00	0	0	0	2	14	53	20	0	0	0	0	0	0	1	0	90
Total	0	55	110	460	3097	3149	408	38	22	25	9	6	3	2	1	7385

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 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/23/18	0	0	0	1	7	29	6	0	0	0	0	1	0	0	0	44
01:00	0	0	0	1	3	9	1	2	0	0	0	0	0	0	0	16
02:00	0	0	0	0	3	3	4	1	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	7	3	0	0	0	0	0	0	0	0	10
04:00	0	0	0	0	6	18	6	0	0	0	0	0	0	0	0	30
05:00	0	1	0	1	8	44	35	2	0	1	0	1	0	0	0	93
06:00	0	3	3	4	59	204	41	0	1	1	1	2	1	0	0	320
07:00	0	4	13	25	230	154	25	2	1	2	1	0	0	0	0	457
08:00	0	11	24	72	194	108	4	2	0	1	1	0	0	0	0	417
09:00	0	2	11	32	167	245	18	2	3	0	0	0	0	0	0	480
10:00	0	2	11	26	124	212	39	1	1	1	0	0	0	0	0	417
11:00	0	2	2	16	180	240	21	4	2	1	0	0	0	0	0	468
12 PM	0	1	3	13	230	220	14	3	0	3	1	0	0	0	0	488
13:00	0	0	0	17	183	237	12	3	0	2	0	0	0	0	0	454
14:00	0	0	4	9	227	235	19	2	2	2	0	1	0	0	0	501
15:00	0	7	9	25	223	236	31	4	2	0	0	0	1	0	0	538
16:00	0	1	4	27	215	341	55	4	1	0	0	0	0	0	0	648
17:00	0	3	6	20	215	331	42	2	4	2	2	0	0	0	0	627
18:00	0	0	2	37	247	300	39	3	2	5	1	1	0	0	0	637
19:00	0	0	0	8	124	352	53	5	1	1	2	1	1	0	0	548
20:00	0	0	0	7	127	201	23	1	0	5	1	0	0	0	0	365
21:00	0	1	2	7	88	154	33	1	2	1	0	0	0	0	0	289
22:00	0	0	1	6	46	128	36	1	1	1	0	0	0	0	0	220
23:00	0	0	0	6	22	69	14	1	0	1	1	0	0	0	0	114
Total	0	38	95	360	2928	4077	574	46	23	30	11	7	3	0	0	8192

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 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/24/18	0	0	0	0	7	28	21	2	0	0	0	0	0	0	0	58
01:00	0	0	0	0	3	21	7	2	0	0	0	0	0	0	0	33
02:00	0	0	0	0	0	6	6	0	0	0	0	0	0	0	0	12
03:00	0	0	0	0	3	6	3	2	0	0	0	0	0	0	0	14
04:00	0	0	0	0	6	15	12	2	0	0	0	0	0	0	0	35
05:00	0	0	0	0	6	42	30	4	0	0	0	0	0	0	0	82
06:00	0	0	2	1	45	207	52	3	0	0	1	1	0	0	0	312
07:00	0	3	7	18	160	302	53	2	3	1	0	1	0	0	0	550
08:00	0	3	13	28	262	266	14	4	1	0	1	0	0	0	0	592
09:00	0	2	7	30	205	263	27	2	1	1	1	1	0	0	0	540
10:00	0	0	13	17	146	216	18	0	0	3	0	0	0	0	0	413
11:00	0	3	6	19	185	149	7	1	1	0	1	0	0	0	0	372
12 PM	0	8	6	14	73	31	0	0	0	1	0	0	0	0	0	133
13:00	0	3	2	8	208	141	3	0	1	2	1	0	0	0	0	369
14:00	0	3	5	18	117	51	1	0	0	0	1	0	0	0	0	196
15:00	0	3	10	44	105	37	3	0	1	0	0	0	0	0	0	203
16:00	0	2	6	50	327	180	8	2	5	2	1	0	0	0	0	583
17:00	0	1	15	67	298	217	13	1	1	4	0	1	0	1	0	619
18:00	0	0	9	48	357	200	12	1	0	0	1	0	0	0	0	628
19:00	0	1	8	17	243	217	16	1	0	1	0	0	1	0	0	505
20:00	0	2	6	11	204	90	3	0	1	1	1	0	0	0	0	319
21:00	0	2	2	17	139	93	8	0	0	0	0	0	0	0	0	261
22:00	0	0	4	4	62	80	5	2	0	0	0	0	0	0	0	157
23:00	0	1	1	5	52	45	6	0	0	0	0	0	0	0	0	110
Total	0	37	122	416	3213	2903	328	31	15	16	9	4	1	1	0	7096

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Broadway
 Segment: 235' N of Prospect Ave
 Ctr#: AQ20

Site Code: 0000Broadway
 Station ID: 000000000000
 GPS: 40.625351, -73.716659

Latitude: 0' 0.0000 Undefined

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
05/25/18	0	0	0	2	17	20	6	0	0	0	0	1	0	0	0	46
01:00	0	0	0	0	8	17	7	1	0	0	0	0	0	0	0	33
02:00	0	0	0	0	1	16	1	0	0	0	0	0	0	0	0	18
03:00	0	0	0	1	3	12	3	0	0	0	0	0	0	0	0	19
04:00	0	0	0	1	5	14	5	0	0	0	0	0	0	0	1	26
05:00	0	0	0	1	7	39	24	2	0	0	0	0	1	0	0	74
06:00	0	1	4	1	33	163	52	1	1	2	1	1	0	0	0	260
07:00	0	0	7	34	192	212	20	0	0	1	1	0	0	0	0	467
08:00	0	12	18	43	314	208	12	2	0	2	1	0	0	0	0	612
09:00	0	0	17	34	110	151	5	0	1	0	2	0	0	0	0	320
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	13	46	117	690	852	135	6	2	5	5	2	1	0	1	1875
Grand Total	0	169	471	1806	15007	20694	3906	304	113	127	56	37	14	4	4	42712

Stats	15th Percentile :	21 MPH
	50th Percentile :	25 MPH
	85th Percentile :	29 MPH
	95th Percentile :	33 MPH
	Mean Speed(Average) :	26 MPH
	10 MPH Pace Speed :	21-30 MPH
	Number in Pace :	35701
	Percent in Pace :	83.6%
	Number of Vehicles > 35 MPH :	659
	Percent of Vehicles > 35 MPH :	1.5%

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

Site Code: 000Meadow Dr
 Station ID: 000000000000
 GPS: 40.626541, -73.713901

Latitude: 0' 0.0000 Undefined

Start Time	14-May-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun		
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	
12:00 AM	*	*	*	*	*	*	*	*	*	*	*	*	7	3	5	2	
01:00	*	*	*	*	*	*	*	*	*	*	*	*	2	1	1	1	
02:00	*	*	*	*	*	*	*	*	*	*	*	*	1	1	0	0	
03:00	*	*	*	*	*	*	*	*	*	*	*	*	1	0	1	0	
04:00	*	*	*	*	*	*	*	*	*	*	*	*	2	3	1	2	
05:00	*	*	*	*	*	*	*	*	*	*	*	*	0	6	1	8	
06:00	*	*	*	*	*	*	*	*	*	*	*	*	2	14	1	12	
07:00	*	*	*	*	*	*	*	*	*	*	*	*	5	18	6	29	
08:00	*	*	*	*	*	*	*	*	*	*	*	*	12	24	12	26	
09:00	*	*	*	*	*	*	*	*	*	*	*	*	11	32	7	21	
10:00	*	*	*	*	*	*	*	*	*	*	*	*	15	21	13	23	
11:00	*	*	*	*	*	*	*	*	*	41	49	41	49	7	36	18	28
12:00 PM	*	*	*	*	*	*	*	*	*	39	55	39	55	18	27	28	30
01:00	*	*	*	*	*	*	*	*	*	52	48	52	48	20	14	20	22
02:00	*	*	*	*	*	*	*	*	*	51	58	51	58	25	15	22	14
03:00	*	*	*	*	*	*	*	*	*	46	45	46	45	24	16	27	24
04:00	*	*	*	*	*	*	*	*	*	71	44	71	44	27	10	11	14
05:00	*	*	*	*	*	*	*	*	*	46	35	46	35	11	12	21	21
06:00	*	*	*	*	*	*	*	*	*	41	32	41	32	9	7	15	16
07:00	*	*	*	*	*	*	*	*	*	38	34	38	34	8	9	22	15
08:00	*	*	*	*	*	*	*	*	*	8	9	8	9	9	6	23	10
09:00	*	*	*	*	*	*	*	*	*	3	6	3	6	1	3	16	9
10:00	*	*	*	*	*	*	*	*	*	4	6	4	6	4	3	6	3
11:00	*	*	*	*	*	*	*	*	*	10	2	10	2	4	2	4	2
Total Day	0	0	0	0	0	0	0	0	0	450	423	450	423	225	283	281	332
AM Peak	-	-	-	-	-	-	-	-	-	11:00	11:00	11:00	11:00	10:00	11:00	11:00	07:00
Vol.	-	-	-	-	-	-	-	-	-	41	49	41	49	15	36	18	29
PM Peak	-	-	-	-	-	-	-	-	-	16:00	14:00	16:00	14:00	16:00	12:00	12:00	12:00
Vol.	-	-	-	-	-	-	-	-	-	71	58	71	58	27	27	28	30

Tri-State Traffic Data, Inc.
 (610) 466-1469
 TSTData.com

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

Site Code: 000Meadow Dr
 Station ID: 000000000000
 GPS: 40.626541, -73.713901

Latitude: 0' 0.0000 Undefined

Start Time	21-May-18		Tue		Wed		Thu		Fri		Weekday Average		Sat		Sun	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
12:00 AM	1	1	2	3	3	2	4	6	2	2	2	3	*	*	*	*
01:00	0	0	3	1	2	4	0	1	1	3	1	2	*	*	*	*
02:00	0	0	0	0	0	1	0	0	0	1	0	0	*	*	*	*
03:00	1	0	1	1	2	1	2	1	1	2	1	1	*	*	*	*
04:00	0	7	1	4	1	1	0	2	0	0	0	3	*	*	*	*
05:00	3	11	6	11	3	11	6	12	4	16	4	12	*	*	*	*
06:00	4	7	9	13	14	15	15	10	7	15	10	12	*	*	*	*
07:00	11	22	27	20	27	23	26	32	25	30	23	25	*	*	*	*
08:00	19	35	42	52	53	45	40	64	50	53	41	50	*	*	*	*
09:00	19	68	37	35	28	33	44	58	27	39	31	47	*	*	*	*
10:00	21	65	45	26	34	40	49	50	*	*	37	45	*	*	*	*
11:00	16	29	36	44	39	43	38	39	*	*	32	39	*	*	*	*
12:00 PM	20	16	27	35	40	54	46	63	*	*	33	42	*	*	*	*
01:00	18	18	30	37	41	34	32	33	*	*	30	30	*	*	*	*
02:00	16	18	41	35	30	34	32	29	*	*	30	29	*	*	*	*
03:00	14	22	38	34	48	42	47	36	*	*	37	34	*	*	*	*
04:00	19	13	44	32	58	51	77	62	*	*	50	40	*	*	*	*
05:00	16	16	30	29	44	41	34	46	*	*	31	33	*	*	*	*
06:00	79	13	33	29	41	38	36	34	*	*	47	28	*	*	*	*
07:00	13	13	24	30	34	29	37	31	*	*	27	26	*	*	*	*
08:00	7	4	18	18	25	35	31	19	*	*	20	19	*	*	*	*
09:00	30	28	11	11	20	20	17	20	*	*	20	20	*	*	*	*
10:00	9	4	4	6	4	10	13	14	*	*	8	8	*	*	*	*
11:00	3	5	11	6	6	8	9	11	*	*	7	8	*	*	*	*
Total Day	339	415	520	512	597	615	635	673	117	161	522	556	0	0	0	0
AM Peak	10:00	09:00	10:00	08:00	08:00	08:00	10:00	08:00	08:00	08:00	08:00	08:00	-	-	-	-
Vol.	21	68	45	52	53	45	49	64	50	53	41	50	-	-	-	-
PM Peak	18:00	21:00	16:00	13:00	16:00	12:00	16:00	12:00	-	-	16:00	12:00	-	-	-	-
Vol.	79	28	44	37	58	54	77	63	-	-	50	42	-	-	-	-

Comb. Total	754	1032	1212	1308	1151	1951	508	613
ADT	ADT 943	AADT 943						

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/22/1																
8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	9
07:00	0	18	2	5	2	0	0	0	0	0	0	0	0	0	0	27
08:00	1	28	8	4	0	1	0	0	0	0	0	0	0	0	0	42
09:00	0	30	4	0	2	0	0	1	0	0	0	0	0	0	0	37
10:00	1	28	13	0	2	1	0	0	0	0	0	0	0	0	0	45
11:00	0	25	8	0	3	0	0	0	0	0	0	0	0	0	0	36
12 PM	0	16	9	0	1	0	0	1	0	0	0	0	0	0	0	27
13:00	0	19	5	1	5	0	0	0	0	0	0	0	0	0	0	30
14:00	0	34	5	0	2	0	0	0	0	0	0	0	0	0	0	41
15:00	1	27	6	3	0	0	0	0	0	0	0	0	0	1	0	38
16:00	1	26	8	6	3	0	0	0	0	0	0	0	0	0	0	44
17:00	0	27	3	0	0	0	0	0	0	0	0	0	0	0	0	30
18:00	0	28	5	0	0	0	0	0	0	0	0	0	0	0	0	33
19:00	0	21	3	0	0	0	0	0	0	0	0	0	0	0	0	24
20:00	0	15	3	0	0	0	0	0	0	0	0	0	0	0	0	18
21:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	10	1	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	4	388	84	19	20	2	0	2	0	0	0	0	0	1	0	520
Percent	0.8%	74.6%	16.2%	3.7%	3.8%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/23/18	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
04:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
05:00	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
06:00	0	13	1	0	0	0	0	0	0	0	0	0	0	0	0	14
07:00	0	16	6	3	1	1	0	0	0	0	0	0	0	0	0	27
08:00	0	39	11	1	2	0	0	0	0	0	0	0	0	0	0	53
09:00	0	25	2	0	1	0	0	0	0	0	0	0	0	0	0	28
10:00	0	19	10	0	4	1	0	0	0	0	0	0	0	0	0	34
11:00	1	22	11	0	4	1	0	0	0	0	0	0	0	0	0	39
12 PM	0	29	7	0	3	1	0	0	0	0	0	0	0	0	0	40
13:00	1	35	3	0	2	0	0	0	0	0	0	0	0	0	0	41
14:00	0	23	7	0	0	0	0	0	0	0	0	0	0	0	0	30
15:00	0	34	4	4	5	0	0	1	0	0	0	0	0	0	0	48
16:00	0	40	11	4	3	0	0	0	0	0	0	0	0	0	0	58
17:00	3	29	8	3	1	0	0	0	0	0	0	0	0	0	0	44
18:00	3	31	6	0	0	0	0	0	0	0	0	0	0	1	0	41
19:00	1	30	3	0	0	0	0	0	0	0	0	0	0	0	0	34
20:00	1	24	0	0	0	0	0	0	0	0	0	0	0	0	0	25
21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
23:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	10	445	94	15	26	5	0	1	0	0	0	0	0	1	0	597
Percent	1.7%	74.5%	15.7%	2.5%	4.4%	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/24/1																
8	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4
01:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
06:00	0	12	2	0	0	1	0	0	0	0	0	0	0	0	0	15
07:00	0	18	2	5	1	0	0	0	0	0	0	0	0	0	0	26
08:00	0	27	4	3	5	0	0	0	0	0	0	0	0	1	0	40
09:00	1	29	11	0	2	0	0	1	0	0	0	0	0	0	0	44
10:00	1	38	5	1	3	1	0	0	0	0	0	0	0	0	0	49
11:00	0	27	7	0	4	0	0	0	0	0	0	0	0	0	0	38
12 PM	4	32	8	0	2	0	0	0	0	0	0	0	0	0	0	46
13:00	0	23	8	0	1	0	0	0	0	0	0	0	0	0	0	32
14:00	1	27	2	0	0	2	0	0	0	0	0	0	0	0	0	32
15:00	0	39	4	3	0	1	0	0	0	0	0	0	0	0	0	47
16:00	2	63	6	4	2	0	0	0	0	0	0	0	0	0	0	77
17:00	2	25	3	1	2	1	0	0	0	0	0	0	0	0	0	34
18:00	1	31	4	0	0	0	0	0	0	0	0	0	0	0	0	36
19:00	0	33	2	1	1	0	0	0	0	0	0	0	0	0	0	37
20:00	1	26	3	0	1	0	0	0	0	0	0	0	0	0	0	31
21:00	0	14	3	0	0	0	0	0	0	0	0	0	0	0	0	17
22:00	0	12	1	0	0	0	0	0	0	0	0	0	0	0	0	13
23:00	0	9	0	0	0	0	0	0	0	0	0	0	0	0	0	9
Total	13	496	76	18	24	6	0	1	0	0	0	0	0	1	0	635
Percent	2.0%	78.1%	12.0%	2.8%	3.8%	0.9%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Northbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/25/1																
8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	4
06:00	0	7	0	0	0	0	0	0	0	0	0	0	0	0	0	7
07:00	0	19	1	4	1	0	0	0	0	0	0	0	0	0	0	25
08:00	0	33	11	2	4	0	0	0	0	0	0	0	0	0	0	50
09:00	0	24	3	0	0	0	0	0	0	0	0	0	0	0	0	27
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	89	15	6	5	1	0	0	0	0	0	0	0	0	0	117
Percent	0.9%	76.1%	12.8%	5.1%	4.3%	0.9%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	45	2516	399	64	106	25	1	5	0	0	0	0	0	3	0	3164
Percent	1.4%	79.5%	12.6%	2.0%	3.4%	0.8%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.1%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/18/18	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	1	29	17	0	2	0	0	0	0	0	0	0	0	0	0	49
12 PM	0	47	4	1	3	0	0	0	0	0	0	0	0	0	0	55
13:00	0	39	5	1	3	0	0	0	0	0	0	0	0	0	0	48
14:00	0	48	8	0	1	1	0	0	0	0	0	0	0	0	0	58
15:00	0	36	8	0	0	0	0	1	0	0	0	0	0	0	0	45
16:00	0	37	6	0	0	1	0	0	0	0	0	0	0	0	0	44
17:00	0	32	3	0	0	0	0	0	0	0	0	0	0	0	0	35
18:00	0	29	3	0	0	0	0	0	0	0	0	0	0	0	0	32
19:00	0	31	3	0	0	0	0	0	0	0	0	0	0	0	0	34
20:00	0	6	2	0	0	0	0	0	0	0	0	0	0	1	0	9
21:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
22:00	0	3	2	0	1	0	0	0	0	0	0	0	0	0	0	6
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	345	61	2	10	2	0	1	0	0	0	0	0	1	0	423
Percent	0.2%	81.6%	14.4%	0.5%	2.4%	0.5%	0.0%	0.2%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/20/1																
8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	0	8	0	0	0	0	0	0	0	0	0	0	0	0	0	8
06:00	0	8	4	0	0	0	0	0	0	0	0	0	0	0	0	12
07:00	1	21	5	0	1	0	0	0	0	0	0	0	0	1	0	29
08:00	0	23	3	0	0	0	0	0	0	0	0	0	0	0	0	26
09:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
10:00	0	17	6	0	0	0	0	0	0	0	0	0	0	0	0	23
11:00	0	27	1	0	0	0	0	0	0	0	0	0	0	0	0	28
12 PM	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
13:00	0	21	1	0	0	0	0	0	0	0	0	0	0	0	0	22
14:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
15:00	0	18	5	0	0	0	0	0	0	0	0	0	0	1	0	24
16:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
17:00	0	18	3	0	0	0	0	0	0	0	0	0	0	0	0	21
18:00	0	14	2	0	0	0	0	0	0	0	0	0	0	0	0	16
19:00	0	14	1	0	0	0	0	0	0	0	0	0	0	0	0	15
20:00	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10
21:00	0	7	2	0	0	0	0	0	0	0	0	0	0	0	0	9
22:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
23:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	1	286	42	0	1	0	0	0	0	0	0	0	0	2	0	332
Percent	0.3%	86.1%	12.7%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.6%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/22/18	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
05:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
06:00	0	8	2	2	0	1	0	0	0	0	0	0	0	0	0	13
07:00	0	13	5	1	1	0	0	0	0	0	0	0	0	0	0	20
08:00	1	36	10	2	3	0	0	0	0	0	0	0	0	0	0	52
09:00	0	25	10	0	0	0	0	0	0	0	0	0	0	0	0	35
10:00	0	18	6	0	1	0	0	1	0	0	0	0	0	0	0	26
11:00	0	36	4	0	2	1	0	1	0	0	0	0	0	0	0	44
12 PM	0	24	9	1	1	0	0	0	0	0	0	0	0	0	0	35
13:00	0	26	9	0	2	0	0	0	0	0	0	0	0	0	0	37
14:00	0	26	8	0	1	0	0	0	0	0	0	0	0	0	0	35
15:00	0	26	5	2	0	0	0	0	0	0	0	0	0	1	0	34
16:00	0	24	4	3	0	0	0	0	0	0	0	0	0	1	0	32
17:00	0	17	9	2	1	0	0	0	0	0	0	0	0	0	0	29
18:00	0	23	5	1	0	0	0	0	0	0	0	0	0	0	0	29
19:00	0	26	4	0	0	0	0	0	0	0	0	0	0	0	0	30
20:00	0	14	4	0	0	0	0	0	0	0	0	0	0	0	0	18
21:00	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	11
22:00	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
23:00	0	5	1	0	0	0	0	0	0	0	0	0	0	0	0	6
Total	1	382	97	14	12	2	0	2	0	0	0	0	0	2	0	512
Percent	0.2%	74.6%	18.9%	2.7%	2.3%	0.4%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/24/1																
8	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	6
01:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:00	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
05:00	1	10	0	1	0	0	0	0	0	0	0	0	0	0	0	12
06:00	0	8	1	1	0	0	0	0	0	0	0	0	0	0	0	10
07:00	0	24	7	1	0	0	0	0	0	0	0	0	0	0	0	32
08:00	1	42	14	2	4	0	0	0	0	0	0	0	0	1	0	64
09:00	0	49	7	0	2	0	0	0	0	0	0	0	0	0	0	58
10:00	0	39	8	0	2	0	1	0	0	0	0	0	0	0	0	50
11:00	0	28	8	1	2	0	0	0	0	0	0	0	0	0	0	39
12 PM	0	56	5	0	1	0	0	0	0	0	0	0	0	1	0	63
13:00	0	26	6	0	0	0	0	1	0	0	0	0	0	0	0	33
14:00	0	21	7	0	0	1	0	0	0	0	0	0	0	0	0	29
15:00	0	28	7	0	1	0	0	0	0	0	0	0	0	0	0	36
16:00	2	45	9	2	4	0	0	0	0	0	0	0	0	0	0	62
17:00	1	33	7	3	1	1	0	0	0	0	0	0	0	0	0	46
18:00	1	27	4	1	0	0	0	0	1	0	0	0	0	0	0	34
19:00	1	25	5	0	0	0	0	0	0	0	0	0	0	0	0	31
20:00	0	17	1	0	1	0	0	0	0	0	0	0	0	0	0	19
21:00	0	19	1	0	0	0	0	0	0	0	0	0	0	0	0	20
22:00	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	14
23:00	0	8	3	0	0	0	0	0	0	0	0	0	0	0	0	11
Total	7	528	101	12	18	2	1	1	1	0	0	0	0	2	0	673
Percent	1.0%	78.5%	15.0%	1.8%	2.7%	0.3%	0.1%	0.1%	0.1%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Southbound

Start Time	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	Class 14	Class 15	Total
05/25/1																
8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3
02:00	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:00	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	1	13	1	0	0	1	0	0	0	0	0	0	0	0	0	16
06:00	0	12	2	1	0	0	0	0	0	0	0	0	0	0	0	15
07:00	0	24	5	1	0	0	0	0	0	0	0	0	0	0	0	30
08:00	0	42	8	1	2	0	0	0	0	0	0	0	0	0	0	53
09:00	0	33	5	0	1	0	0	0	0	0	0	0	0	0	0	39
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	1	132	21	3	3	1	0	0	0	0	0	0	0	0	0	161
Percent	0.6%	82.0%	13.0%	1.9%	1.9%	0.6%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Total	15	2742	499	49	69	22	1	9	1	0	0	0	0	7	0	3414
Percent	0.4%	80.3%	14.6%	1.4%	2.0%	0.6%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.2%	0.0%	

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Northbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/25/18	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4
06:00	0	1	0	1	5	0	0	0	0	0	0	0	0	0	0	7
07:00	0	1	2	8	9	3	2	0	0	0	0	0	0	0	0	25
08:00	0	1	13	19	13	4	0	0	0	0	0	0	0	0	0	50
09:00	0	0	4	13	7	3	0	0	0	0	0	0	0	0	0	27
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	3	21	44	37	10	2	0	0	0	0	0	0	0	0	117

Grand Total	0	107	537	1209	1012	263	35	1	0	0	0	0	0	0	0	3164
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Stats

- 15th Percentile : 13 MPH
- 50th Percentile : 18 MPH
- 85th Percentile : 24 MPH
- 95th Percentile : 27 MPH
- Mean Speed(Average) : 19 MPH
- 10 MPH Pace Speed : 16-25 MPH
- Number in Pace : 2221
- Percent in Pace : 70.2%
- Number of Vehicles > 30 MPH : 36
- Percent of Vehicles > 30 MPH : 1.1%

Tri-State Traffic Data Inc

Road Name: Meadow Dr
 Segment: 125' S of Broadway
 Ctr#: CF50

184 Baker Rd
 Coatesville PA 19320

GPS: 40.626541, -73.713901

Southbound

Start Time	0	6	11	16	21	26	31	36	41	46	51	56	61	66	71	Total
	5	10	15	20	25	30	35	40	45	50	55	60	65	70	75	
05/25/18	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
01:00	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:00	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:00	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	2
04:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
05:00	0	1	1	2	6	6	0	0	0	0	0	0	0	0	0	16
06:00	0	0	0	3	9	2	1	0	0	0	0	0	0	0	0	15
07:00	0	0	2	5	18	5	0	0	0	0	0	0	0	0	0	30
08:00	0	0	1	10	20	18	4	0	0	0	0	0	0	0	0	53
09:00	0	0	0	5	20	13	1	0	0	0	0	0	0	0	0	39
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	0	1	4	25	75	48	7	1	0	0	0	0	0	0	0	161
Grand Total	0	47	183	665	1508	857	143	11	0	0	0	0	0	0	0	3414

Stats

- 15th Percentile : 17 MPH
- 50th Percentile : 22 MPH
- 85th Percentile : 27 MPH
- 95th Percentile : 29 MPH
- Mean Speed(Average) : 23 MPH
- 10 MPH Pace Speed : 21-30 MPH
- Number in Pace : 2365
- Percent in Pace : 69.3%
- Number of Vehicles > 30 MPH : 154
- Percent of Vehicles > 30 MPH : 4.5%



Appendix B

Description

Level of Service Definitions

Level of Service Definitions

Signal Controlled Intersections

The level of service and capacity of a signalized intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (congested).

The capacity of a signalized intersection is based upon the concepts of saturation flow and saturation flow rate. This is the maximum rate of flow that can pass through a given lane group under prevailing traffic and roadway conditions. The volume-to-capacity ratio is the ratio of the traffic flow for a given lane group or approach to the capacity. A V/C ratio of 1.0 indicates that the flow rate equals the capacity. Values over 1.0 indicate a temporary excess of demand. This does not necessarily indicate an intersection failure.

The level of service of a signalized intersection is evaluated on the basis of average control delay per vehicle for various movements within the intersection. The control delay is a function of the arrivals, delay from queuing and over saturation.

The following general statements may be made regarding the level of service of a signalized intersection.

- **Level of service A** describes operations with a very low delay. This occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short traffic signal cycles may contribute to low delay.
- **Level of service B** generally occurs with good progression and/or short traffic signal cycle lengths. More vehicles stop than for level of service A, causing higher average delays.
- **Level of service C** has higher delays than level of service B. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures, where motorists are required to wait through an entire signal cycle, may begin to appear in this level. The number of vehicles

stopping is significant at this level, although many still pass through the intersection without stopping.

- **Level of service D** means the influence of congestion has become more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths or high volume to capacity ratios. Many vehicles stop and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
- **Level of service E** is considered the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths and high volume to capacity ratios. Individual cycle failures are frequent occurrences.
- **Level of Service F** has delays that are considered unacceptable to most drivers. This condition often occurs with over saturations, i.e., when arrival flow rates exceed the capacity of the intersection. It may occur at volume to capacity ratios below 1.0 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

The following average stopped delays are utilized to determine intersection and approach roadway levels of service for signalized intersections:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 20.0
C	> 20.0 and ≤ 35.0
D	> 35.0 and ≤ 55.0
E	> 55.0 and ≤ 80.0
F	> 80.0

Two Way Stop Controlled Intersections

The level of service and capacity of a two-way stop controlled (TWSC) intersection are the criteria that are used to measure the quality of the traffic operations. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The right of way at the TWSC intersection is controlled by stop signs on two opposing minor-street approaches (or on one leg of a "T"-type intersection). The capacity of a controlled approach is based on the distribution of gaps in the

major street traffic flow, driver judgment in selecting a gap through which to execute the desired maneuver and the follow up time required by each driver in a queue.

The level of service for the subject lane group movement of an approach of a TWSC intersection is evaluated based on the average total delay per vehicle. Control delay is a function of the capacity of the approach and the degree of saturation. It is defined as the total elapsed time from the time a vehicle stops at the end of the queue to the time the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. The average approach delay for all vehicles on a particular approach is computed as the weighted average of the control delay estimates for each individual movement on the approach.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

While the level of service criteria are applied to each approach of a TWSC intersection, the average delay for an entire intersection can be calculated by taking a weighted average of the vehicles stopped on the minor approaches and the vehicles in the major street traffic flow, which suffer no delays. This total average control delay provides a means of comparison for two intersections.

All Way Stop Controlled Intersections

The level of service and capacity of an all way stop controlled (AWSC) intersection are the criteria by which the quality of traffic service is measured. The levels of service range between level of service A (relatively congestion-free) and level of service F (very congested).

The key variable in determining the capacity of an AWSC intersection is the distribution of traffic volumes among the approaches. Under ideal conditions traffic would be evenly distributed among the approaches. The flow rate for any given approach increases as the traffic decreases on the other approaches, allowing a smaller headway between vehicles departing from the stop line.

The capacity of each approach is computed under the assumption that the flows on the opposing and conflicting approaches are constant. The level of service of an AWSC intersection is evaluated based on the average total delay per vehicle. Total delay is defined as the total elapsed time from when a vehicle stops at the end of a queue until the vehicle departs from the stop line. This includes the time required for the vehicle to travel from the end of the queue position to the first-in-queue position, including deceleration of vehicles from free-flow speed to the speed of vehicles in the queue. This delay is based on the flow rate for each approach. As indicated above, the flow rate and therefore the delay, is directly proportional to the distribution of vehicles among the approaches.

The following levels of average control delay are used to determine approach levels of service:

LEVEL OF SERVICE	CONTROL DELAY PER VEHICLE (SEC)
A	≤ 10.0
B	> 10.0 and ≤ 15.0
C	> 15.0 and ≤ 25.0
D	> 25.0 and ≤ 35.0
E	> 35.0 and ≤ 50.0
F	> 50.0

The average control delay is the most effective measure for indicating the performance of an AWSC intersection because it can readily be measured by a transportation analyst and can be clearly communicated to a lay person. In addition, the use of delay will result in a consistent measure for both signalized and unsignalized intersections. While both types of intersections are evaluated in terms of average delay, the level of service criteria are different. This is due to drivers who expect different levels of performance from different types of intersection controls. Since signalized intersections are designed to carry higher traffic volumes compared with AWSC intersections, higher levels of control delay are more acceptable at signalized intersections for the same level of service.



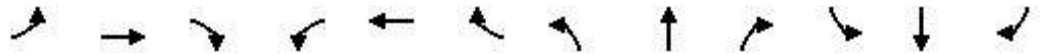
Appendix C

Description

Synchro Capacity Analysis Reports

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	349	6	77	360	123	8	185	105	67	98	61
Future Volume (vph)	85	349	6	77	360	123	8	185	105	67	98	61
Satd. Flow (prot)	0	1722	0	0	1649	0	0	1737	0	0	1669	0
Flt Permitted		0.807			0.879			0.988			0.639	
Satd. Flow (perm)	0	1404	0	0	1459	0	0	1718	0	0	1083	0
Satd. Flow (RTOR)		1			27						25	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	472	0	0	602	0	0	321	0	0	243	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		49.0			49.0			20.0			20.0	
Actuated g/C Ratio		0.61			0.61			0.25			0.25	
v/c Ratio		0.55			0.67			0.75			0.84	
Control Delay		13.4			15.5			38.2			49.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.4			15.5			38.2			49.3	
LOS		B			B			D			D	
Approach Delay		13.4			15.5			38.2			49.3	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		124			142			148			104	
Queue Length 95th (ft)		258			248			212			174	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		859			903			569			375	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.55			0.67			0.56			0.65	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.84

Intersection Signal Delay: 24.4

Intersection LOS: C

Intersection Capacity Utilization 80.4%

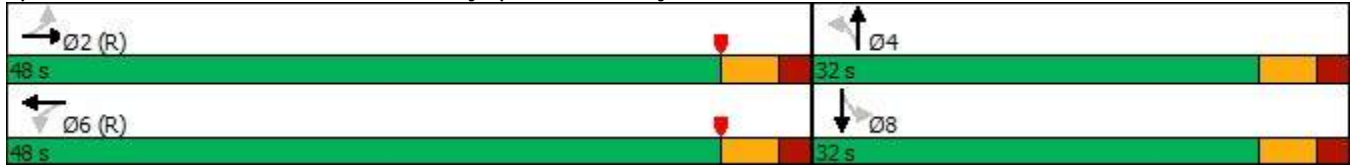
ICU Level of Service D

Analysis Period (min) 15

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	572	17	51	580	58	27	68	133	49	46	41
Future Volume (vph)	18	572	17	51	580	58	27	68	133	49	46	41
Satd. Flow (prot)	0	1708	0	0	1701	0	0	1750	0	0	1893	0
Flt Permitted		0.973			0.922			0.950			0.699	
Satd. Flow (perm)	0	1663	0	0	1575	0	0	1673	0	0	1347	0
Satd. Flow (RTOR)		3										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	633	0	0	717	0	0	238	0	0	142	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		51.4			51.4			16.6			16.6	
Actuated g/C Ratio		0.64			0.64			0.21			0.21	
v/c Ratio		0.59			0.71			0.69			0.51	
Control Delay		11.4			16.0			39.1			33.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			16.0			39.1			33.5	
LOS		B			B			D			C	
Approach Delay		11.4			16.0			39.1			33.5	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)		88			180			111			63	
Queue Length 95th (ft)		371			#516			168			107	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1069			1012			543			437	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.71			0.44			0.32	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 37 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 84.8%
 Analysis Period (min) 15

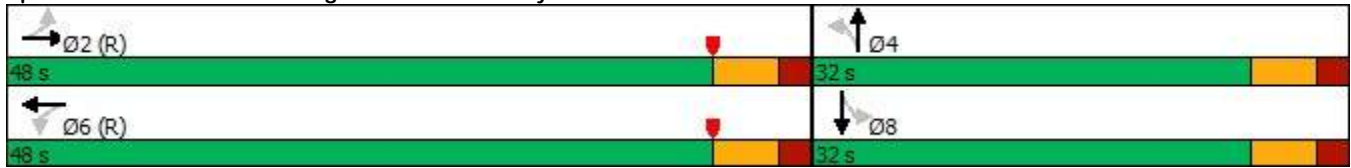
Intersection LOS: B
 ICU Level of Service E

2: Washington Ave & Broadway Timings

Existing 2018
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	65	707	685	40	25	17
Future Volume (vph)	65	707	685	40	25	17
Satd. Flow (prot)	1574	1776	1870	0	1736	0
Flt Permitted	0.322				0.971	
Satd. Flow (perm)	534	1776	1870	0	1736	0
Satd. Flow (RTOR)			5		19	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	11%	11%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	71	777	797	0	46	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	68.0	68.0	68.0		7.2	
Actuated g/C Ratio	0.85	0.85	0.85		0.09	
v/c Ratio	0.16	0.51	0.50		0.27	
Control Delay	2.7	4.4	2.4		26.6	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	2.7	4.4	2.5		26.6	
LOS	A	A	A		C	
Approach Delay		4.3	2.5		26.6	
Approach LOS		A	A		C	
Queue Length 50th (ft)	9	97	76		13	
Queue Length 95th (ft)	m7	165	99		43	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	454	1510	1591		619	
Starvation Cap Reductn	0	0	105		0	
Spillback Cap Reductn	0	39	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.16	0.53	0.54		0.07	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 4.0
 Intersection Capacity Utilization 69.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

3: Broadway & Spruce St Timings

Existing 2018
AM Peak

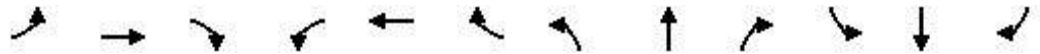
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	684	16	19	665	51	23	30	9	36	34	41
Future Volume (vph)	45	684	16	19	665	51	23	30	9	36	34	41
Satd. Flow (prot)	0	1690	0	0	1710	0	0	1749	0	0	1954	0
Flt Permitted		0.923			0.973			0.818			0.892	
Satd. Flow (perm)	0	1565	0	0	1666	0	0	1457	0	0	1772	0
Satd. Flow (RTOR)		2			7			10			39	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	10%	10%	10%	15%	15%	15%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	819	0	0	808	0	0	68	0	0	122	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.9			62.9			9.9			9.9	
Actuated g/C Ratio		0.79			0.79			0.12			0.12	
v/c Ratio		0.67			0.62			0.36			0.48	
Control Delay		7.2			10.0			33.0			28.7	
Queue Delay		0.1			0.0			0.0			0.0	
Total Delay		7.3			10.0			33.0			28.7	
LOS		A			B			C			C	
Approach Delay		7.3			10.0			33.0			28.7	
Approach LOS		A			B			C			C	
Queue Length 50th (ft)		291			354			27			39	
Queue Length 95th (ft)		122			456			62			85	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1230			1310			471			591	
Starvation Cap Reductn		40			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.69			0.62			0.14			0.21	

Intersection Summary

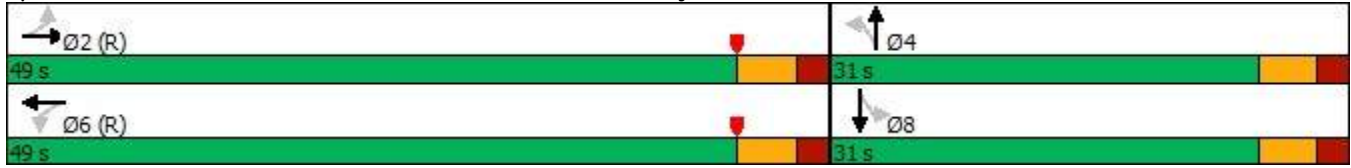
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 10.9
 Intersection Capacity Utilization 75.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	719	736	0	42	89
Future Volume (vph)	0	719	736	0	42	89
Satd. Flow (prot)	0	1792	1712	0	1529	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1792	1712	0	1529	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	11%	11%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	765	783	0	140	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		56.2	56.2		12.8	
Actuated g/C Ratio		0.70	0.70		0.16	
v/c Ratio		0.61	0.65		0.58	
Control Delay		5.7	6.3		39.8	
Queue Delay		0.0	0.0		0.0	
Total Delay		5.7	6.3		39.8	
LOS		A	A		D	
Approach Delay		5.7	6.3		39.8	
Approach LOS		A	A		D	
Queue Length 50th (ft)		67	105		66	
Queue Length 95th (ft)		114	80		113	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1259	1203		487	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.61	0.65		0.29	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 28 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 8.8
 Intersection Capacity Utilization 55.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

5: Broadway & Grove Ave Timings

Existing 2018
AM Peak

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway
Timings

Existing 2018
AM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	712	15	20	666	30	27
Future Volume (vph)	712	15	20	666	30	27
Satd. Flow (prot)	1754	0	0	1710	1456	0
Flt Permitted				0.970	0.974	
Satd. Flow (perm)	1754	0	0	1660	1456	0
Satd. Flow (RTOR)	2				29	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	11%	11%	19%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	782	0	0	738	61	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	67.4			67.4	7.8	
Actuated g/C Ratio	0.84			0.84	0.10	
v/c Ratio	0.53			0.53	0.37	
Control Delay	6.5			4.5	26.6	
Queue Delay	0.0			0.0	0.0	
Total Delay	6.5			4.5	26.6	
LOS	A			A	C	
Approach Delay	6.5			4.5	26.6	
Approach LOS	A			A	C	
Queue Length 50th (ft)	90			166	15	
Queue Length 95th (ft)	429			121	49	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1479			1399	492	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.53			0.53	0.12	

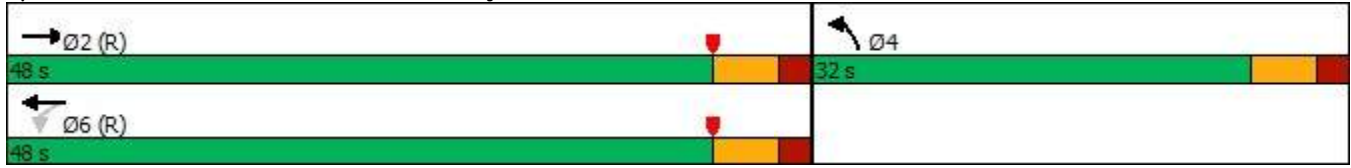
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 2 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 6.4
 Intersection Capacity Utilization 66.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

7: Meadow Dr & Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	560	48	30	517	43	81	86	15	53	74	75
Future Volume (vph)	53	560	48	30	517	43	81	86	15	53	74	75
Satd. Flow (prot)	0	1709	0	0	1648	0	0	1798	0	0	1750	0
Flt Permitted		0.919			0.951			0.688			0.844	
Satd. Flow (perm)	0	1576	0	0	1572	0	0	1265	0	0	1496	0
Satd. Flow (RTOR)					8						39	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	10%	10%	10%	9%	9%	9%	12%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	681	0	0	608	0	0	188	0	0	208	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.1			53.1			15.9			15.9	
Actuated g/C Ratio		0.66			0.66			0.20			0.20	
v/c Ratio		0.65			0.58			0.75			0.63	
Control Delay		13.8			8.1			47.8			31.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.8			8.1			47.8			31.8	
LOS		B			A			D			C	
Approach Delay		13.8			8.1			47.8			31.8	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		290			62			89			77	
Queue Length 95th (ft)		474			273			145			132	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1046			1046			403			503	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.65			0.58			0.47			0.41	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 17.8
 Intersection Capacity Utilization 76.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

8: Woodmere Blvd & Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	25	520	29	15	555	24	64	34	12	16	28	28
Future Volume (vph)	25	520	29	15	555	24	64	34	12	16	28	28
Satd. Flow (prot)	0	1802	0	0	1772	0	0	1700	0	0	1735	0
Flt Permitted		0.963			0.983			0.835			0.920	
Satd. Flow (perm)	0	1738	0	0	1744	0	0	1460	0	0	1614	0
Satd. Flow (RTOR)		5						8			30	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	10%	10%	10%	7%	7%	7%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	611	0	0	632	0	0	117	0	0	77	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		60.9			60.9			11.9			11.9	
Actuated g/C Ratio		0.76			0.76			0.15			0.15	
v/c Ratio		0.46			0.48			0.52			0.29	
Control Delay		8.4			5.5			36.9			22.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.4			5.5			36.9			22.1	
LOS		A			A			D			C	
Approach Delay		8.4			5.5			36.9			22.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		62			76			51			21	
Queue Length 95th (ft)		283			166			94			55	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1323			1327			470			534	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.48			0.25			0.14	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 10.2
 Intersection Capacity Utilization 62.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	73	491	14	22	575	19	7	115	59	42	72	107
Future Volume (vph)	73	491	14	22	575	19	7	115	59	42	72	107
Satd. Flow (prot)	0	1900	0	0	1906	0	0	1710	0	0	1645	0
Flt Permitted		0.865			0.973			0.986			0.845	
Satd. Flow (perm)	0	1654	0	0	1858	0	0	1690	0	0	1403	0
Satd. Flow (RTOR)											63	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	6%	6%	6%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	589	0	0	628	0	0	184	0	0	225	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.4			53.4			14.6			14.6	
Actuated g/C Ratio		0.67			0.67			0.18			0.18	
v/c Ratio		0.53			0.51			0.60			0.73	
Control Delay		11.0			9.5			37.2			35.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.0			9.5			37.2			35.5	
LOS		B			A			D			D	
Approach Delay		11.0			9.5			37.2			35.5	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)		188			134			86			77	
Queue Length 95th (ft)		149			276			134			138	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1103			1239			549			498	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.53			0.51			0.34			0.45	

Intersection Summary

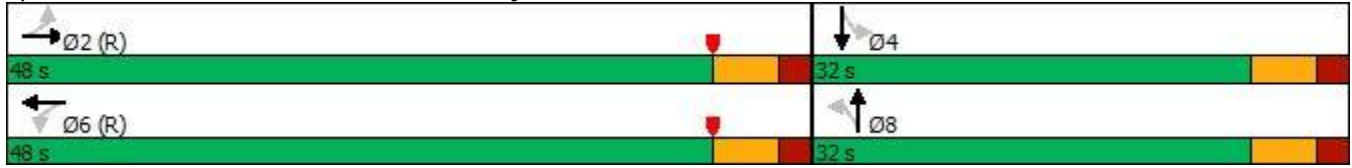
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.7
 Intersection Capacity Utilization 96.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

10: Franklin Ave & Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Existing 2018

Timings

AM Peak



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕↕	
Traffic Volume (vph)	70	524	47	60	574	1	2	147	88	33	53	10
Future Volume (vph)	70	524	47	60	574	1	2	147	88	33	53	10
Satd. Flow (prot)	0	3351	0	0	3265	0	0	1640	1396	0	1909	0
Flt Permitted		0.455			0.768						0.846	
Satd. Flow (perm)	0	1533	0	0	2520	0	0	1642	1396	0	1643	0
Satd. Flow (RTOR)		7							93		3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	10%	10%	10%	8%	8%	8%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	675	0	0	668	0	0	157	93	0	102	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		40.0			40.0			32.0	38.0		20.0	
Actuated g/C Ratio		0.40			0.40			0.32	0.38		0.20	
v/c Ratio		0.51			0.67			0.30	0.16		0.31	
Control Delay		24.7			5.9			7.4	1.5		37.3	
Queue Delay		0.0			0.1			1.1	1.7		0.1	
Total Delay		24.8			6.0			8.6	3.2		37.4	
LOS		C			A			A	A		D	
Approach Delay		24.8			6.0			6.6			37.4	
Approach LOS		C			A			A			D	
Queue Length 50th (ft)		166			14			17	2		55	
Queue Length 95th (ft)		236			18			m45	m3		108	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2027			998			519	589		327	
Starvation Cap Reductn		0			26			197	374		0	
Spillback Cap Reductn		194			0			0	0		12	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.37			0.69			0.49	0.43		0.32	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 15.4

Intersection LOS: B

Intersection Capacity Utilization 68.7%

ICU Level of Service C

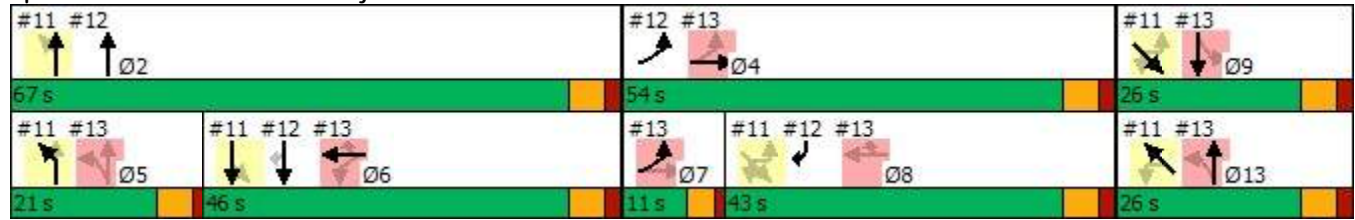
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
AM Peak

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
AM Peak

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	297	0	0	530	637	478				
Future Volume (vph)	297	0	0	530	637	478				
Satd. Flow (prot)	3022	0	0	3312	2908	1315				
Flt Permitted	0.950									
Satd. Flow (perm)	3022	0	0	3312	2908	1315				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	12%	12%	9%	9%	8%	8%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						29%				
Lane Group Flow (vph)	306	0	0	546	800	350				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	23.0			40.0	40.0	52.0				
Actuated g/C Ratio	0.23			0.40	0.40	0.51				
v/c Ratio	0.45			0.42	0.69	0.52				
Control Delay	7.1			4.4	29.6	11.9				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	7.1			4.5	29.6	11.9				
LOS	A			A	C	B				
Approach Delay	7.1			4.5	24.3					
Approach LOS	A			A	C					
Queue Length 50th (ft)	10			15	229	94				
Queue Length 95th (ft)	12			18	324	148				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1436			2001	1152	1003				
Starvation Cap Reductn	102			183	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.23			0.30	0.69	0.35				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 16.2

Intersection LOS: B

Intersection Capacity Utilization 41.2%

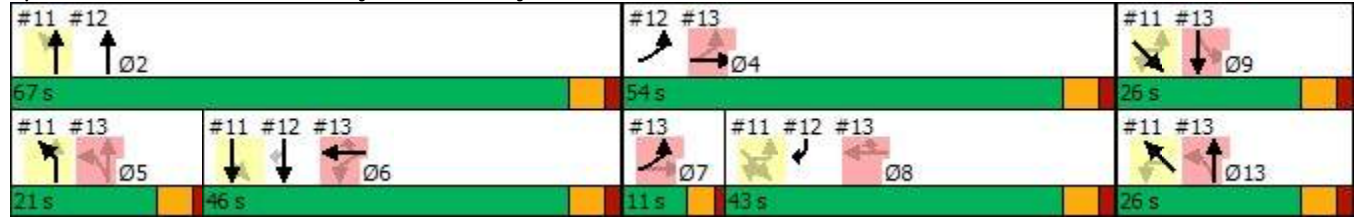
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	95	292	94	3	477	15	45	72	0	3	132	88
Future Volume (vph)	95	292	94	3	477	15	45	72	0	3	132	88
Satd. Flow (prot)	1671	3219	0	0	3120	1396	0	1758	0	0	1745	0
Flt Permitted	0.466				0.842			0.000			0.997	
Satd. Flow (perm)	820	3219	0	0	2627	1396	0	0	0	0	1742	0
Satd. Flow (RTOR)		31				89						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	100	406	0	0	505	16	0	123	0	0	235	0
Turn Type	pm+pt	NA		Perm	NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7		6	6 8	6 8	13 5	5		9		
Detector Phase	7	4		6	6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0		16.0	16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		Min	Min			None		None	None	
Act Effct Green (s)	25.0	23.0			52.0	52.0		20.0			20.0	
Actuated g/C Ratio	0.25	0.23			0.51	0.51		0.20			0.20	
v/c Ratio	0.38	0.54			0.37	0.02		0.35			0.68	
Control Delay	34.9	34.4			2.3	0.1		39.6			49.3	
Queue Delay	0.0	0.0			0.3	0.0		5.2			0.0	
Total Delay	34.9	34.4			2.6	0.1		44.8			49.3	
LOS	C	C			A	A		D			D	
Approach Delay		34.5			2.5			44.8			49.3	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	52	112			7	0		52			141	
Queue Length 95th (ft)	96	160			9	m0		89			#251	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	261	1546			1351	1085		348			345	
Starvation Cap Reductn	0	0			322	0		167			0	
Spillback Cap Reductn	0	9			7	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.38	0.26			0.49	0.01		0.68			0.68	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 25.9

Intersection LOS: C

Intersection Capacity Utilization 63.1%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
AM Peak

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

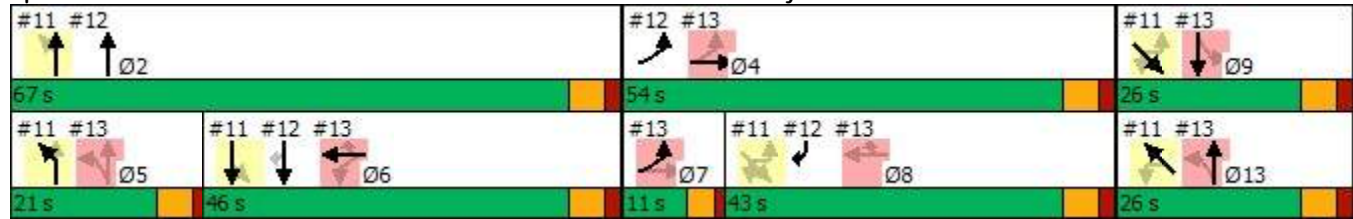
13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
AM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	34	451	53	40	401	56	44	222	43	75	265	46
Future Volume (vph)	34	451	53	40	401	56	44	222	43	75	265	46
Satd. Flow (prot)	0	1975	0	0	1876	0	1589	1691	0	1532	1633	0
Flt Permitted		0.950			0.928		0.376			0.457		
Satd. Flow (perm)	0	1881	0	0	1748	0	629	1691	0	737	1633	0
Satd. Flow (RTOR)		10			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	6%	6%	6%	6%	6%	6%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	560	0	0	518	0	46	276	0	78	324	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		47.1			47.1		20.9	20.9		20.9	20.9	
Actuated g/C Ratio		0.59			0.59		0.26	0.26		0.26	0.26	
v/c Ratio		0.50			0.50		0.28	0.63		0.41	0.76	
Control Delay		14.2			12.7		26.2	31.8		29.3	38.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		14.2			12.7		26.2	31.8		29.3	38.6	
LOS		B			B		C	C		C	D	
Approach Delay		14.2			12.7			31.0			36.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		190			135		18	121		32	148	
Queue Length 95th (ft)		385			263		42	176		65	213	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1120			1041		207	556		242	537	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.50			0.50		0.22	0.50		0.32	0.60	

Intersection Summary

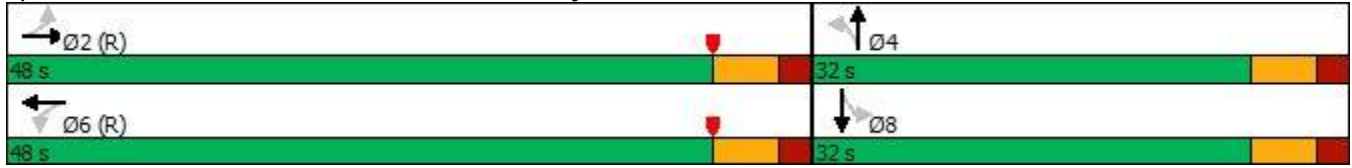
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 58 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 73.5%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	529	22	70	556	15	65	35	44	5	12	12
Future Volume (vph)	8	529	22	70	556	15	65	35	44	5	12	12
Satd. Flow (prot)	0	1749	0	0	1812	0	0	1620	0	0	1616	0
Flt Permitted		0.991			0.887			0.840			0.947	
Satd. Flow (perm)	0	1735	0	0	1616	0	0	1391	0	0	1542	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	4%	4%	4%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	582	0	0	668	0	0	150	0	0	31	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.2			54.2			13.8			13.8	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.49			0.61			0.63			0.12	
Control Delay		5.5			9.5			41.7			26.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.5			9.5			41.7			26.7	
LOS		A			A			D			C	
Approach Delay		5.5			9.5			41.7			26.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		40			84			71			13	
Queue Length 95th (ft)		97			405			119			33	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1176			1095			443			491	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.61			0.34			0.06	

Intersection Summary

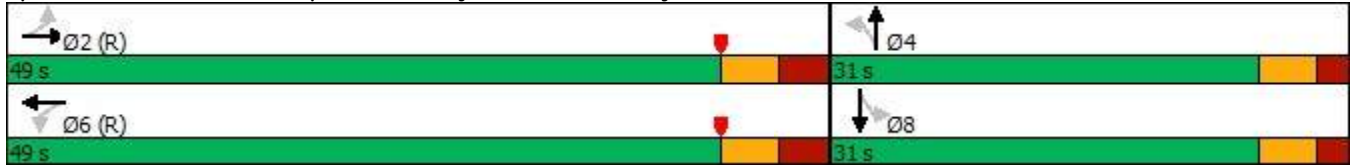
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 49 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 93.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	529	57	78	459	9	24	60	39	13	175	19
Future Volume (vph)	20	529	57	78	459	9	24	60	39	13	175	19
Satd. Flow (prot)	0	1791	0	0	1836	0	0	1651	0	0	1817	0
Flt Permitted		0.976			0.843			0.870			0.974	
Satd. Flow (perm)	0	1751	0	0	1558	0	0	1451	0	0	1775	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	6%	6%	6%	9%	9%	9%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	638	0	0	574	0	0	129	0	0	218	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.9			52.9			15.1			15.1	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.55			0.56			0.47			0.65	
Control Delay		11.9			5.3			33.7			38.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			5.3			33.7			38.8	
LOS		B			A			C			D	
Approach Delay		11.9			5.3			33.7			38.8	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)		168			57			58			102	
Queue Length 95th (ft)		191			82			101			158	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1158			1031			453			554	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.55			0.56			0.28			0.39	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 15.0
 Intersection Capacity Utilization 84.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

17: Cedarhurst Ave & W Broadway Timings

Existing 2018
AM Peak

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	490	30	78	482	19	45	53	66	32	67	14
Future Volume (vph)	5	490	30	78	482	19	45	53	66	32	67	14
Satd. Flow (prot)	0	1745	0	0	1756	0	0	1706	0	0	1771	0
Flt Permitted		0.995			0.861			0.987			0.986	
Satd. Flow (perm)	0	1736	0	0	1523	0	0	1706	0	0	1771	0
Satd. Flow (RTOR)		4			2			41			9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	564	0	0	622	0	0	176	0	0	121	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		42.7			42.7			11.8			10.4	
Actuated g/C Ratio		0.53			0.53			0.15			0.13	
v/c Ratio		0.61			0.77			0.62			0.51	
Control Delay		20.3			23.2			33.1			36.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.3			23.2			33.1			36.8	
LOS		C			C			C			D	
Approach Delay		20.3			23.2			33.1			36.8	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		194			280			63			53	
Queue Length 95th (ft)		#431			#541			117			98	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		927			813			467			460	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.77			0.38			0.26	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 24.4
 Intersection Capacity Utilization 86.4%
 Analysis Period (min) 15

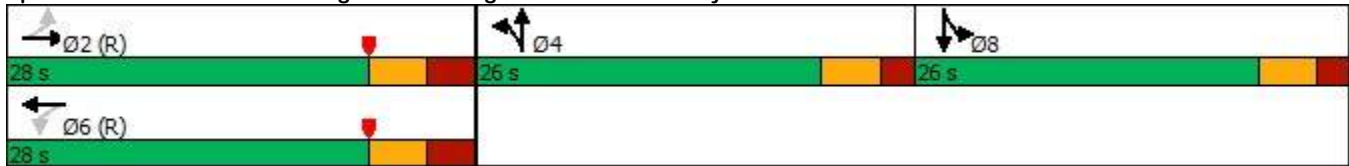
Intersection LOS: C
 ICU Level of Service E

18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway
Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	390	299	30	167	325	168	17	448	0	103	375	287
Future Volume (vph)	390	299	30	167	325	168	17	448	0	103	375	287
Satd. Flow (prot)	1535	3151	0	0	3316	1509	1752	3505	0	1671	1759	1495
Flt Permitted	0.950	0.984			0.983		0.533			0.354		
Satd. Flow (perm)	1535	3151	0	0	3316	1509	983	3505	0	623	1759	1495
Satd. Flow (RTOR)		5				86						154
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	3%	3%	3%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	245	496	0	0	507	173	18	462	0	106	387	296
Turn Type	Split	NA		Split	NA	pm+ov	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	4	4		8	8	1		2		1	6	4
Permitted Phases						8	2			6		6
Detector Phase	4	4		8	8	1	2	2		1	6	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	3.0	20.0	20.0		3.0	20.0	12.0
Minimum Split (s)	32.0	32.0		32.0	32.0	8.0	32.0	32.0		8.0	32.0	32.0
Total Split (s)	33.0	33.0		33.0	33.0	21.0	33.0	33.0		21.0	54.0	33.0
Total Split (%)	27.5%	27.5%		27.5%	27.5%	17.5%	27.5%	27.5%		17.5%	45.0%	27.5%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	5.0	6.0	6.0		5.0	6.0	6.0
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	None
Act Effct Green (s)	25.5	25.5			23.1	39.3	38.2	38.2		54.4	53.4	84.9
Actuated g/C Ratio	0.21	0.21			0.19	0.33	0.32	0.32		0.45	0.44	0.71
v/c Ratio	0.75	0.74			0.80	0.31	0.06	0.41		0.29	0.49	0.27
Control Delay	58.9	50.4			55.9	15.2	24.6	28.3		23.4	28.1	3.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	58.9	50.4			55.9	15.2	24.6	28.3		23.4	28.1	3.8
LOS	E	D			E	B	C	C		C	C	A
Approach Delay		53.2			45.5			28.2			18.4	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	193	193			197	48	10	157		48	215	32
Queue Length 95th (ft)	295	255			251	95	m18	223		92	331	71
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	356	736			746	620	313	1117		422	792	1130
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.69	0.67			0.68	0.28	0.06	0.41		0.25	0.49	0.26

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 36.6
 Intersection Capacity Utilization 83.9%
 Analysis Period (min) 15

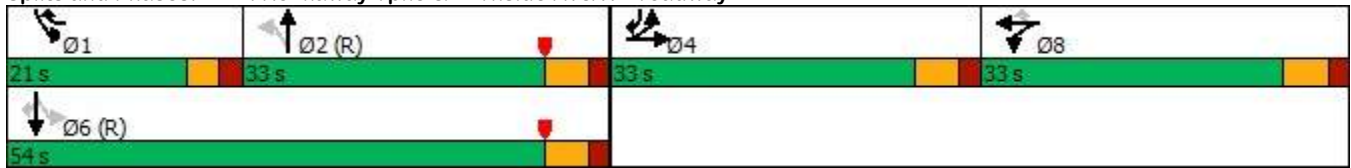
Intersection LOS: D
 ICU Level of Service E

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Existing 2018
AM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	284	26	31	238	90	35	336	42	99	177	156
Future Volume (vph)	118	284	26	31	238	90	35	336	42	99	177	156
Satd. Flow (prot)	1719	1786	0	1703	1719	0	1719	1779	0	1703	1667	0
Flt Permitted	0.243			0.453			0.443			0.274		
Satd. Flow (perm)	440	1786	0	812	1719	0	802	1779	0	491	1667	0
Satd. Flow (RTOR)								5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	5%	5%	5%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	130	341	0	34	361	0	38	415	0	109	366	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	47.0	39.8		37.7	30.8		51.5	44.5		58.4	51.8	
Actuated g/C Ratio	0.39	0.33		0.31	0.26		0.43	0.37		0.49	0.43	
v/c Ratio	0.45	0.58		0.11	0.82		0.10	0.63		0.33	0.51	
Control Delay	26.9	37.7		20.7	56.9		19.0	38.1		15.9	21.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.9	37.7		20.7	56.9		19.0	38.1		15.9	21.7	
LOS	C	D		C	E		B	D		B	C	
Approach Delay		34.7			53.8			36.5			20.3	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	63	227		16	262		15	263		19	124	
Queue Length 95th (ft)	97	308		33	350		39	#458		m55	270	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	300	600		378	544		469	663		362	719	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.57		0.09	0.66		0.08	0.63		0.30	0.51	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 35.5

Intersection LOS: D

Intersection Capacity Utilization 70.3%

ICU Level of Service C

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings



Existing 2018
AM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave

 Ø1 18 s	 Ø2 (R) 40 s	 Ø3 18 s	 Ø4 44 s
 Ø5 18 s	 Ø6 (R) 40 s	 Ø7 18 s	 Ø8 44 s

23: Washington Ave & Central Ave
Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	400	34	57	361	45	19	98	57	53	117	125
Future Volume (vph)	75	400	34	57	361	45	19	98	57	53	117	125
Satd. Flow (prot)	0	1798	0	0	1759	0	0	1772	0	0	1707	0
Flt Permitted		0.870			0.891			0.937			0.902	
Satd. Flow (perm)	0	1575	0	0	1576	0	0	1669	0	0	1554	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	0	0	514	0	0	193	0	0	328	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.9			25.9			17.8			17.8	
Actuated g/C Ratio		0.46			0.46			0.32			0.32	
v/c Ratio		0.78			0.71			0.37			0.67	
Control Delay		23.2			19.5			17.6			24.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.2			19.5			17.6			24.6	
LOS		C			B			B			C	
Approach Delay		23.2			19.5			17.6			24.6	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		148			128			48			92	
Queue Length 95th (ft)		#368			282			105			188	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		932			932			802			747	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.55			0.24			0.44	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 56.2
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 21.6
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

23: Washington Ave & Central Ave Timings

Existing 2018
AM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave
Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	54	453	22	10	425	40	36	50	12	0	0	0
Future Volume (vph)	54	453	22	10	425	40	36	50	12	0	0	0
Satd. Flow (prot)	0	1969	0	0	1930	0	0	1899	0	0	0	0
Flt Permitted		0.909			0.985			0.982				
Satd. Flow (perm)	0	1798	0	0	1903	0	0	1899	0	0	0	0
Satd. Flow (RTOR)					9							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	7%	7%	7%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	557	0	0	500	0	0	104	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		21.2			21.2			10.4				
Actuated g/C Ratio		0.49			0.49			0.24				
v/c Ratio		0.64			0.54			0.23				
Control Delay		12.4			10.3			15.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.4			10.3			15.6				
LOS		B			B			B				
Approach Delay		12.4			10.3			15.6				
Approach LOS		B			B			B				
Queue Length 50th (ft)		90			73			20				
Queue Length 95th (ft)		179			145			56				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1324			1404			1136				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.42			0.36			0.09				

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 43.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 72.4%	ICU Level of Service C
Analysis Period (min) 15	

24: Spruce St & Central Ave Timings

Existing 2018
AM Peak

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	346	17	27	334	48	34	95	15	37	104	118
Future Volume (vph)	76	346	17	27	334	48	34	95	15	37	104	118
Satd. Flow (prot)	0	2022	0	0	1993	0	0	1746	0	0	1670	0
Flt Permitted		0.867			0.953			0.884			0.929	
Satd. Flow (perm)	0	1769	0	0	1905	0	0	1562	0	0	1562	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	457	0	0	426	0	0	150	0	0	270	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.5			21.5			13.5			13.5	
Actuated g/C Ratio		0.46			0.46			0.29			0.29	
v/c Ratio		0.57			0.49			0.34			0.61	
Control Delay		13.8			12.3			15.6			21.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.8			12.3			15.6			21.0	
LOS		B			B			B			C	
Approach Delay		13.8			12.3			15.6			21.0	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		81			73			30			59	
Queue Length 95th (ft)		193			170			77			137	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1031			1110			1045			1045	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.38			0.14			0.26	

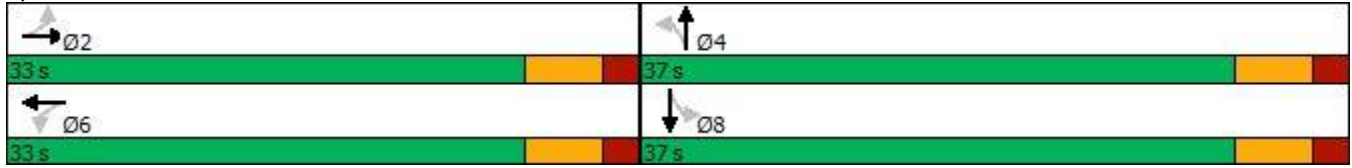
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 47.2	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.0	Intersection LOS: B
Intersection Capacity Utilization 71.0%	ICU Level of Service C
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Existing 2018
AM Peak

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	289	14	12	287	24	21	55	2	33	59	91
Future Volume (vph)	31	289	14	12	287	24	21	55	2	33	59	91
Satd. Flow (prot)	0	1773	0	0	1771	0	0	1731	0	0	1642	0
Flt Permitted		0.942			0.981			0.868			0.924	
Satd. Flow (perm)	0	1678	0	0	1741	0	0	1522	0	0	1531	0
Satd. Flow (RTOR)					8							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	8%	8%	8%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	376	0	0	362	0	0	88	0	0	205	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		21.7			21.7			12.5			12.5	
Actuated g/C Ratio		0.47			0.47			0.27			0.27	
v/c Ratio		0.48			0.44			0.21			0.50	
Control Delay		11.8			10.9			13.8			18.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.8			10.9			13.8			18.3	
LOS		B			B			B			B	
Approach Delay		11.8			10.9			13.8			18.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)		60			55			17			43	
Queue Length 95th (ft)		141			131			43			91	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1166			1213			859			864	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.32			0.30			0.10			0.24	

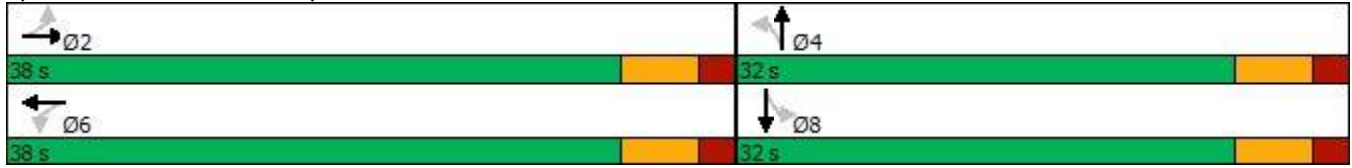
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 46.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 12.9	Intersection LOS: B
Intersection Capacity Utilization 51.4%	ICU Level of Service A
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

Existing 2018
AM Peak

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave
Timings

Existing 2018
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	211	31	10	134	18	27	40	12	29	143	95
Future Volume (vph)	100	211	31	10	134	18	27	40	12	29	143	95
Satd. Flow (prot)	0	1998	0	0	2053	0	0	1825	0	0	1800	0
Flt Permitted		0.857			0.973			0.860			0.960	
Satd. Flow (perm)	0	1736	0	0	2004	0	0	1596	0	0	1736	0
Satd. Flow (RTOR)		12			15							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	7%	7%	7%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	379	0	0	180	0	0	87	0	0	297	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		21.9			21.9			12.9			12.9	
Actuated g/C Ratio		0.49			0.49			0.29			0.29	
v/c Ratio		0.44			0.18			0.19			0.60	
Control Delay		10.3			7.5			11.9			18.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.3			7.5			11.9			18.4	
LOS		B			A			B			B	
Approach Delay		10.3			7.5			11.9			18.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		52			20			15			60	
Queue Length 95th (ft)		133			58			38			114	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		853			986			716			779	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.18			0.12			0.38	

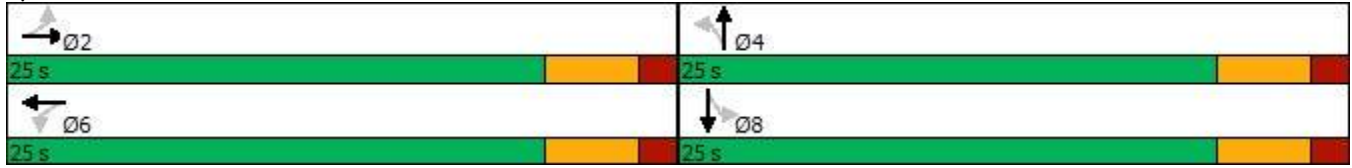
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 44.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 59.3%	ICU Level of Service B
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

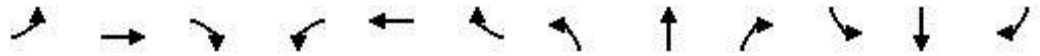
Existing 2018
AM Peak

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	54	693	0	0	695	22	0	0	0	29	0	50
Future Volume (Veh/h)	54	693	0	0	695	22	0	0	0	29	0	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	58	745	0	0	747	24	0	0	0	31	0	54
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)	423				1143							
pX, platoon unblocked	0.85			0.75			0.83	0.83	0.75	0.83	0.83	0.85
vC, conflicting volume	771			745			1674	1632	745	1620	1620	759
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	640			499			1296	1245	499	1231	1231	625
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	93			100			100	100	100	73	100	86
cM capacity (veh/h)	780			769			94	134	431	114	129	393
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	803	771	0	85								
Volume Left	58	0	0	31								
Volume Right	0	24	0	54								
cSH	780	769	1700	208								
Volume to Capacity	0.07	0.00	0.00	0.41								
Queue Length 95th (ft)	6	0	0	46								
Control Delay (s)	1.9	0.0	0.0	33.8								
Lane LOS	A		A	D								
Approach Delay (s)	1.9	0.0	0.0	33.8								
Approach LOS			A	D								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			92.0%	ICU Level of Service	F							
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	542	58	127	569	35	69
Future Volume (Veh/h)	542	58	127	569	35	69
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	565	60	132	593	36	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.82		
vC, conflicting volume				625	1452	595
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				625	1441	595
tC, single (s)				4.1	6.5	6.3
tC, 2 stage (s)						
tF (s)				2.2	3.6	3.4
p0 queue free %				86	63	85
cM capacity (veh/h)				942	98	488
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	625	725	108			
Volume Left	0	132	36			
Volume Right	60	0	72			
cSH	1700	942	210			
Volume to Capacity	0.37	0.14	0.51			
Queue Length 95th (ft)	0	12	66			
Control Delay (s)	0.0	3.4	39.0			
Lane LOS		A	E			
Approach Delay (s)	0.0	3.4	39.0			
Approach LOS			E			
Intersection Summary						
Average Delay				4.6		
Intersection Capacity Utilization				85.2%	ICU Level of Service	E
Analysis Period (min)				15		

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↗
Traffic Volume (veh/h)	401	0	0	660	0	171
Future Volume (Veh/h)	401	0	0	660	0	171
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	441	0	0	725	0	188
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.79	
vC, conflicting volume			441		1166 220	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			441		1079 220	
tC, single (s)			4.2		7.1 7.2	
tC, 2 stage (s)						
tF (s)			2.3		3.6 3.4	
p0 queue free %			100		100 75	
cM capacity (veh/h)			1081		156 751	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	220	220	725	188		
Volume Left	0	0	0	0		
Volume Right	0	0	0	188		
cSH	1700	1700	1700	751		
Volume to Capacity	0.13	0.13	0.43	0.25		
Queue Length 95th (ft)	0	0	0	25		
Control Delay (s)	0.0	0.0	0.0	11.4		
Lane LOS					B	
Approach Delay (s)	0.0		0.0		11.4	
Approach LOS					B	
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			38.1%		ICU Level of Service A	
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	489	155	16	558
Future Volume (Veh/h)	0	0	489	155	16	558
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	515	163	17	587
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.84					
vC, conflicting volume	1218	339			678	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1165	339			678	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			98	
cM capacity (veh/h)	157	663			877	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	343	335	604			
Volume Left	0	0	17			
Volume Right	0	163	0			
cSH	1700	1700	877			
Volume to Capacity	0.20	0.20	0.02			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.5			
Lane LOS			A			
Approach Delay (s)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			45.6%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

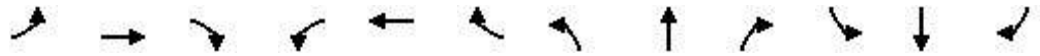
Existing 2018
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	77	304	67	28	328	40	0	0	0	28	34	124
Future Volume (vph)	77	304	67	28	328	40	0	0	0	28	34	124
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	88	345	76	32	373	45	0	0	0	32	39	141
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	509	450	212									
Volume Left (vph)	88	32	32									
Volume Right (vph)	76	45	141									
Hadj (s)	0.03	0.01	-0.25									
Departure Headway (s)	5.3	5.3	6.0									
Degree Utilization, x	0.75	0.67	0.36									
Capacity (veh/h)	509	655	535									
Control Delay (s)	22.0	18.3	12.3									
Approach Delay (s)	22.0	18.3	12.3									
Approach LOS	C	C	B									
Intersection Summary												
Delay			18.8									
Level of Service			C									
Intersection Capacity Utilization			61.7%	ICU Level of Service								B
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	4	0	9	0	34	0	0	37	0
Future Volume (vph)	0	0	0	4	0	9	0	34	0	0	37	0
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.88	0.88	0.88	0.88	0.92
Hourly flow rate (vph)	0	0	0	5	0	10	0	39	0	0	42	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	15	39	42								
Volume Left (vph)	0	5	0	0								
Volume Right (vph)	0	10	0	0								
Hadj (s)	0.00	0.19	0.48	0.19								
Departure Headway (s)	4.1	4.3	4.5	4.2								
Degree Utilization, x	0.00	0.02	0.05	0.05								
Capacity (veh/h)	870	822	793	856								
Control Delay (s)	7.1	7.4	7.7	7.4								
Approach Delay (s)	0.0	7.4	7.7	7.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	2	0	0	0	0	36	19	4	17	0	12
Future Volume (vph)	2	2	0	0	0	0	36	19	4	17	0	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	2	0	0	0	0	41	22	5	19	0	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	4	0	68	33								
Volume Left (vph)	2	0	41	19								
Volume Right (vph)	0	0	5	14								
Hadj (s)	0.78	0.00	0.37	-0.04								
Departure Headway (s)	4.9	4.1	4.3	3.9								
Degree Utilization, x	0.01	0.00	0.08	0.04								
Capacity (veh/h)	715	863	822	905								
Control Delay (s)	7.9	7.1	7.7	7.1								
Approach Delay (s)	7.9	0.0	7.7	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			14.0%	ICU Level of Service								A
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	76	378	4	97	491	106	3	126	81	72	126	69
Future Volume (vph)	76	378	4	97	491	106	3	126	81	72	126	69
Satd. Flow (prot)	0	1846	0	0	1793	0	0	1764	0	0	1757	0
Flt Permitted		0.808			0.871			0.995			0.760	
Satd. Flow (perm)	0	1504	0	0	1573	0	0	1757	0	0	1353	0
Satd. Flow (RTOR)		1			17						24	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	477	0	0	722	0	0	218	0	0	278	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		50.3			50.3			18.7			18.7	
Actuated g/C Ratio		0.63			0.63			0.23			0.23	
v/c Ratio		0.50			0.72			0.53			0.83	
Control Delay		11.7			18.3			30.6			46.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.7			18.3			30.6			46.9	
LOS		B			B			C			D	
Approach Delay		11.7			18.3			30.6			46.9	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		115			185			95			121	
Queue Length 95th (ft)		242			#502			143			188	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		946			996			582			464	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.50			0.72			0.37			0.60	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 36 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 22.7
 Intersection Capacity Utilization 88.3%
 Analysis Period (min) 15

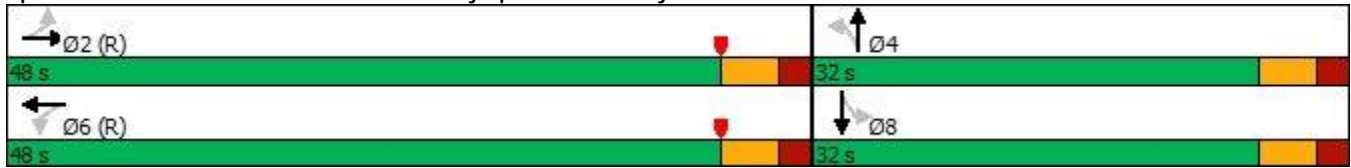
Intersection LOS: C
 ICU Level of Service E

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	37	636	12	58	639	44	24	49	115	57	68	57
Future Volume (vph)	37	636	12	58	639	44	24	49	115	57	68	57
Satd. Flow (prot)	0	1757	0	0	1823	0	0	1776	0	0	1934	0
Flt Permitted		0.935			0.906			0.932			0.749	
Satd. Flow (perm)	0	1648	0	0	1658	0	0	1665	0	0	1470	0
Satd. Flow (RTOR)		2										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	715	0	0	772	0	0	196	0	0	189	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.4			53.4			14.6			14.6	
Actuated g/C Ratio		0.67			0.67			0.18			0.18	
v/c Ratio		0.65			0.70			0.65			0.71	
Control Delay		10.4			14.6			39.7			44.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.4			14.6			39.7			44.4	
LOS		B			B			D			D	
Approach Delay		10.4			14.6			39.7			44.4	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		100			335			92			89	
Queue Length 95th (ft)		321			446			145			145	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1100			1106			541			477	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.65			0.70			0.36			0.40	

Intersection Summary

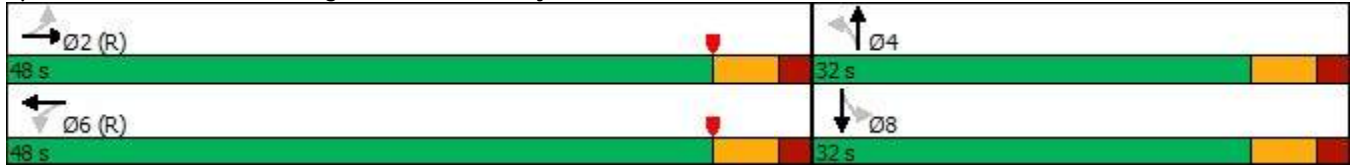
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

2: Washington Ave & Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	74	749	723	26	9	17
Future Volume (vph)	74	749	723	26	9	17
Satd. Flow (prot)	1636	1845	2000	0	1817	0
Flt Permitted	0.351				0.983	
Satd. Flow (perm)	604	1845	2000	0	1817	0
Satd. Flow (RTOR)			3		17	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	75	757	756	0	26	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	72.3	72.3	72.3		6.5	
Actuated g/C Ratio	0.90	0.90	0.90		0.08	
v/c Ratio	0.14	0.45	0.42		0.16	
Control Delay	2.1	2.4	3.6		22.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	2.1	2.4	3.6		22.5	
LOS	A	A	A		C	
Approach Delay		2.4	3.6		22.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		4	
Queue Length 95th (ft)	m14	114	174		27	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	546	1668	1809		647	
Starvation Cap Reductn	0	0	52		0	
Spillback Cap Reductn	0	46	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.14	0.47	0.43		0.04	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 3.3
 Intersection Capacity Utilization 76.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

3: Broadway & Spruce St Timings

Existing 2018
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	679	13	20	646	75	19	29	24	58	47	79
Future Volume (vph)	67	679	13	20	646	75	19	29	24	58	47	79
Satd. Flow (prot)	0	1755	0	0	1800	0	0	1775	0	0	1938	0
Flt Permitted		0.885			0.973			0.848			0.886	
Satd. Flow (perm)	0	1560	0	0	1753	0	0	1525	0	0	1745	0
Satd. Flow (RTOR)		2			11			25			50	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	782	0	0	764	0	0	75	0	0	189	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		56.8			56.8			12.2			12.2	
Actuated g/C Ratio		0.71			0.71			0.15			0.15	
v/c Ratio		0.71			0.61			0.30			0.61	
Control Delay		11.8			14.5			23.5			31.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.8			14.5			23.5			31.2	
LOS		B			B			C			C	
Approach Delay		11.8			14.5			23.5			31.2	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		265			285			22			65	
Queue Length 95th (ft)		373			488			55			120	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1107			1247			503			590	
Starvation Cap Reductn		2			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.71			0.61			0.15			0.32	

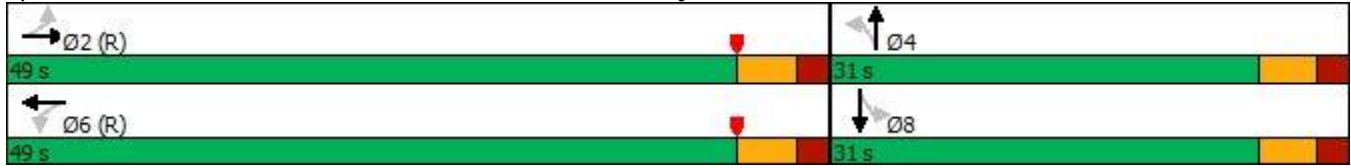
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.5
 Intersection LOS: B
 Intersection Capacity Utilization 92.7%
 ICU Level of Service F
 Analysis Period (min) 15

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	754	752	0	48	70
Future Volume (vph)	0	754	752	0	48	70
Satd. Flow (prot)	0	1845	1845	0	1586	0
Flt Permitted					0.980	
Satd. Flow (perm)	0	1845	1845	0	1586	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	777	775	0	121	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		61.1	61.1		11.7	
Actuated g/C Ratio		0.76	0.76		0.15	
v/c Ratio		0.55	0.55		0.52	
Control Delay		6.2	5.0		39.1	
Queue Delay		0.0	0.0		0.0	
Total Delay		6.2	5.0		39.1	
LOS		A	A		D	
Approach Delay		6.2	5.0		39.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		109	55		57	
Queue Length 95th (ft)		184	69		102	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1409	1409		505	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.55	0.55		0.24	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 27 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 8.0
 Intersection Capacity Utilization 55.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

5: Broadway & Grove Ave Timings

Existing 2018
PM Peak

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	772	10	24	613	36	20
Future Volume (vph)	772	10	24	613	36	20
Satd. Flow (prot)	1806	0	0	1806	1513	0
Flt Permitted				0.962	0.969	
Satd. Flow (perm)	1806	0	0	1741	1513	0
Satd. Flow (RTOR)	1				20	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	16%	16%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	798	0	0	650	57	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	67.4			67.4	7.8	
Actuated g/C Ratio	0.84			0.84	0.10	
v/c Ratio	0.52			0.44	0.35	
Control Delay	5.0			3.0	29.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	5.0			3.0	29.5	
LOS	A			A	C	
Approach Delay	5.0			3.0	29.5	
Approach LOS	A			A	C	
Queue Length 50th (ft)	117			65	18	
Queue Length 95th (ft)	306			69	50	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1521			1466	505	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.52			0.44	0.11	

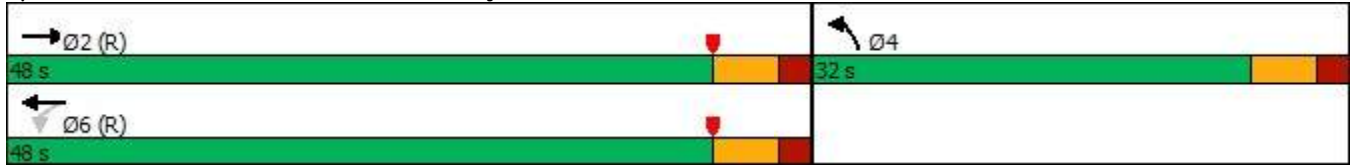
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 5.0
 Intersection Capacity Utilization 66.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

7: Meadow Dr & Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	574	64	19	550	83	64	61	9	75	76	62
Future Volume (vph)	81	574	64	19	550	83	64	61	9	75	76	62
Satd. Flow (prot)	0	1751	0	0	1751	0	0	1834	0	0	1917	0
Flt Permitted		0.868			0.975			0.677			0.835	
Satd. Flow (perm)	0	1529	0	0	1709	0	0	1271	0	0	1628	0
Satd. Flow (RTOR)					14						27	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	734	0	0	665	0	0	136	0	0	218	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.0			54.0			15.0			15.0	
Actuated g/C Ratio		0.68			0.68			0.19			0.19	
v/c Ratio		0.71			0.57			0.57			0.66	
Control Delay		18.7			9.1			38.2			35.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		18.7			9.1			38.2			35.8	
LOS		B			A			D			D	
Approach Delay		18.7			9.1			38.2			35.8	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)		375			70			63			89	
Queue Length 95th (ft)		#523			438			108			146	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1031			1157			405			537	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.71			0.57			0.34			0.41	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 34 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 18.7

Intersection LOS: B

Intersection Capacity Utilization 95.6%

ICU Level of Service F

Analysis Period (min) 15

8: Woodmere Blvd & Broadway Timings

Existing 2018
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	504	46	22	522	20	51	50	18	32	52	54
Future Volume (vph)	51	504	46	22	522	20	51	50	18	32	52	54
Satd. Flow (prot)	0	1898	0	0	1911	0	0	1770	0	0	1819	0
Flt Permitted		0.921			0.971			0.765			0.895	
Satd. Flow (perm)	0	1755	0	0	1860	0	0	1383	0	0	1648	0
Satd. Flow (RTOR)		8						12			42	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	613	0	0	575	0	0	121	0	0	141	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		57.4			57.4			11.6			11.6	
Actuated g/C Ratio		0.72			0.72			0.14			0.14	
v/c Ratio		0.49			0.43			0.58			0.52	
Control Delay		8.5			7.0			39.2			28.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.5			7.0			39.2			28.2	
LOS		A			A			D			C	
Approach Delay		8.5			7.0			39.2			28.2	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		114			71			52			46	
Queue Length 95th (ft)		248			239			98			94	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1262			1335			449			553	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.43			0.27			0.25	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 37 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 70.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	532	14	25	486	39	10	73	85	54	107	128
Future Volume (vph)	63	532	14	25	486	39	10	73	85	54	107	128
Satd. Flow (prot)	0	2033	0	0	2024	0	0	1680	0	0	1735	0
Flt Permitted		0.896			0.960			0.974			0.888	
Satd. Flow (perm)	0	1830	0	0	1947	0	0	1641	0	0	1555	0
Satd. Flow (RTOR)											53	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	635	0	0	573	0	0	175	0	0	300	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		50.0			50.0			18.0			18.0	
Actuated g/C Ratio		0.62			0.62			0.22			0.22	
v/c Ratio		0.56			0.47			0.47			0.77	
Control Delay		11.3			10.8			29.8			36.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.3			10.8			29.8			36.3	
LOS		B			B			C			D	
Approach Delay		11.3			10.8			29.8			36.3	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		142			136			76			116	
Queue Length 95th (ft)		350			268			118			181	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1143			1216			533			541	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.47			0.33			0.55	

Intersection Summary

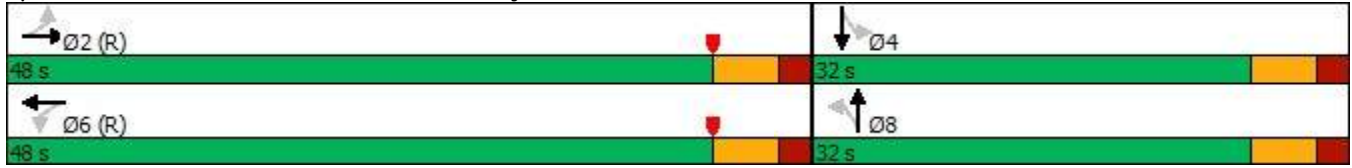
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 17.5
 Intersection Capacity Utilization 93.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

10: Franklin Ave & Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

Existing 2018
PM Peak



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕↕	
Traffic Volume (vph)	92	562	34	60	493	0	2	77	117	24	65	12
Future Volume (vph)	92	562	34	60	493	0	2	77	117	24	65	12
Satd. Flow (prot)	0	3490	0	0	3522	0	0	1720	1463	0	1915	0
Flt Permitted		0.455			0.727						0.916	
Satd. Flow (perm)	0	1599	0	0	2573	0	0	1722	1463	0	1775	0
Satd. Flow (RTOR)		4							122		4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	716	0	0	577	0	0	82	122	0	106	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		37.8			37.8			33.1	39.1		20.1	
Actuated g/C Ratio		0.38			0.38			0.33	0.39		0.20	
v/c Ratio		0.54			0.59			0.14	0.19		0.30	
Control Delay		26.4			5.1			5.5	1.4		37.2	
Queue Delay		0.0			0.2			0.7	2.1		0.2	
Total Delay		26.4			5.3			6.2	3.5		37.4	
LOS		C			A			A	A		D	
Approach Delay		26.4			5.3			4.6			37.4	
Approach LOS		C			A			A			D	
Queue Length 50th (ft)		181			10			4	2		57	
Queue Length 95th (ft)		267			13			m15	m3		115	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2139			1033			568	655		359	
Starvation Cap Reductn		0			87			302	415		0	
Spillback Cap Reductn		230			0			0	0		36	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.38			0.61			0.31	0.51		0.33	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 100.1

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 61.8%

ICU Level of Service B

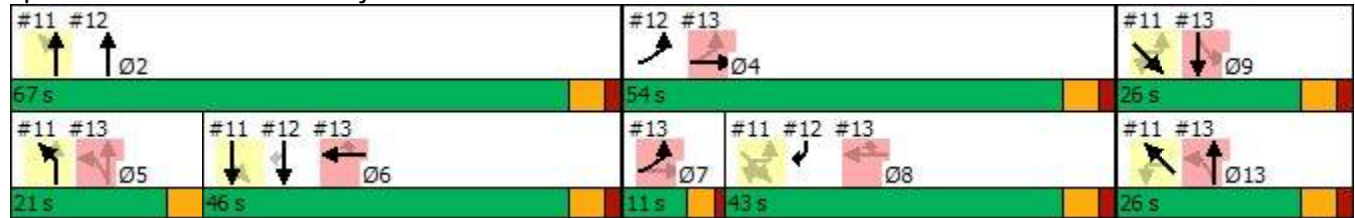
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
PM Peak

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
PM Peak

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	462	0	0	577	556	526				
Future Volume (vph)	462	0	0	577	556	526				
Satd. Flow (prot)	3286	0	0	3505	2982	1366				
Flt Permitted	0.950									
Satd. Flow (perm)	3286	0	0	3505	2982	1366				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	4%	4%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						37%				
Lane Group Flow (vph)	481	0	0	601	782	345				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	24.1			37.8	37.8	50.8				
Actuated g/C Ratio	0.24			0.38	0.38	0.51				
v/c Ratio	0.61			0.45	0.69	0.50				
Control Delay	9.1			4.7	30.5	11.4				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	9.1			4.7	30.5	11.4				
LOS	A			A	C	B				
Approach Delay	9.1			4.7	24.7					
Approach LOS	A			A	C					
Queue Length 50th (ft)	17			16	223	92				
Queue Length 95th (ft)	22			21	332	141				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1584			2147	1197	1024				
Starvation Cap Reductn	75			180	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.32			0.31	0.65	0.34				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 100.1

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 15.8

Intersection LOS: B

Intersection Capacity Utilization 44.2%

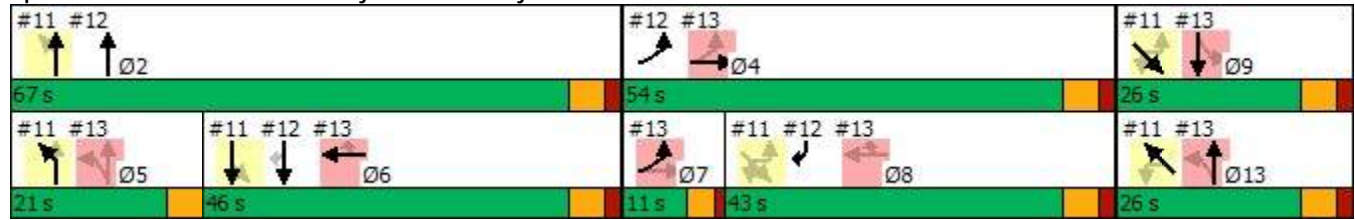
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	170	428	90	0	480	43	66	90	0	12	106	114
Future Volume (vph)	170	428	90	0	480	43	66	90	0	12	106	114
Satd. Flow (prot)	1770	3447	0	0	3179	1422	0	1772	0	0	1701	0
Flt Permitted	0.464							0.000			0.978	
Satd. Flow (perm)	864	3447	0	0	3179	1422	0	0	0	0	1669	0
Satd. Flow (RTOR)		18				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	181	551	0	0	511	46	0	166	0	0	247	0
Turn Type	pm+pt	NA			NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7			6 8	6 8	13 5	5		9		
Detector Phase	7	4			6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0			10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0			16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0			46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%			31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0			4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None			Min			None		None	None	
Act Effct Green (s)	26.1	24.1			50.8	50.8		20.1			20.1	
Actuated g/C Ratio	0.26	0.24			0.51	0.51		0.20			0.20	
v/c Ratio	0.63	0.66			0.32	0.06		0.47			0.74	
Control Delay	41.9	37.4			1.8	0.1		43.8			53.6	
Queue Delay	0.0	0.0			0.3	0.0		7.3			0.0	
Total Delay	41.9	37.4			2.0	0.2		51.1			53.6	
LOS	D	D			A	A		D			D	
Approach Delay		38.5			1.9			51.1			53.6	
Approach LOS		D			A			D			D	
Queue Length 50th (ft)	98	166			6	0		72			152	
Queue Length 95th (ft)	160	223			8	m0		120			#298	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	288	1670			1689	1118		356			335	
Starvation Cap Reductn	0	0			560	502		145			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.63	0.33			0.45	0.07		0.79			0.74	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 100.1

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 29.9

Intersection LOS: C

Intersection Capacity Utilization 62.6%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
PM Peak

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

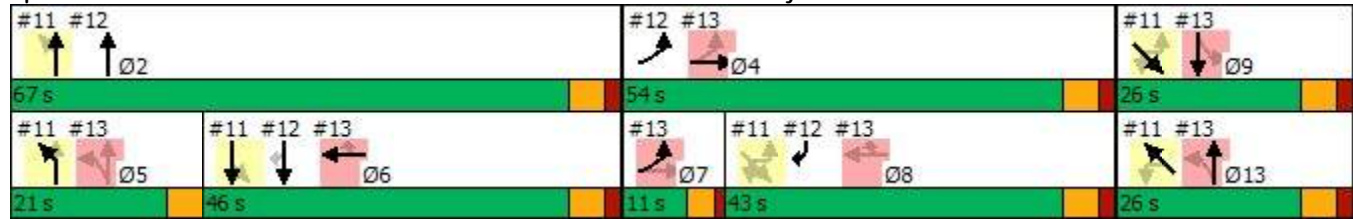
13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
PM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	43	522	42	36	487	60	47	239	51	53	212	32
Future Volume (vph)	43	522	42	36	487	60	47	239	51	53	212	32
Satd. Flow (prot)	0	1923	0	0	1897	0	1574	1670	0	1589	1698	0
Flt Permitted		0.932			0.941		0.484			0.398		
Satd. Flow (perm)	0	1800	0	0	1791	0	802	1670	0	666	1698	0
Satd. Flow (RTOR)		7			11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	7%	7%	7%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	625	0	0	601	0	48	299	0	55	252	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		48.5			48.5		19.5	19.5		19.5	19.5	
Actuated g/C Ratio		0.61			0.61		0.24	0.24		0.24	0.24	
v/c Ratio		0.57			0.55		0.25	0.74		0.34	0.61	
Control Delay		9.5			12.7		25.6	38.5		29.1	32.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		9.5			12.7		25.6	38.5		29.1	32.6	
LOS		A			B		C	D		C	C	
Approach Delay		9.5			12.7			36.7			32.0	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		201			157		19	138		23	112	
Queue Length 95th (ft)		221			307		43	200		50	165	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1095			1091		260	542		216	551	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.57			0.55		0.18	0.55		0.25	0.46	

Intersection Summary

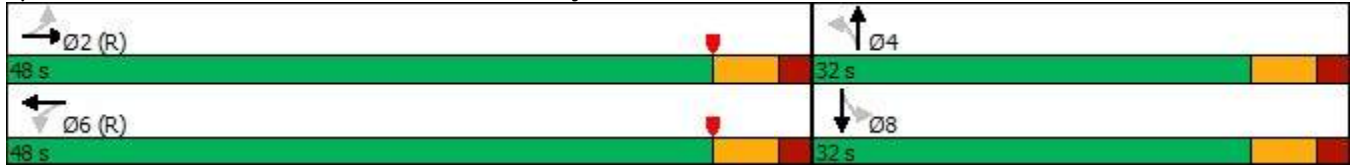
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 78.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	578	27	56	553	13	63	18	69	5	9	8
Future Volume (vph)	12	578	27	56	553	13	63	18	69	5	9	8
Satd. Flow (prot)	0	1832	0	0	1762	0	0	1662	0	0	1568	0
Flt Permitted		0.987			0.903			0.854			0.926	
Satd. Flow (perm)	0	1810	0	0	1599	0	0	1450	0	0	1468	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	5%	14%	14%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	636	0	0	641	0	0	155	0	0	22	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.3			54.3			13.7			13.7	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.52			0.59			0.62			0.09	
Control Delay		5.8			9.9			41.3			26.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.8			9.9			41.3			26.2	
LOS		A			A			D			C	
Approach Delay		5.8			9.9			41.3			26.2	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		90			211			73			9	
Queue Length 95th (ft)		103			393			122			27	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1228			1085			462			467	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.59			0.34			0.05	

Intersection Summary

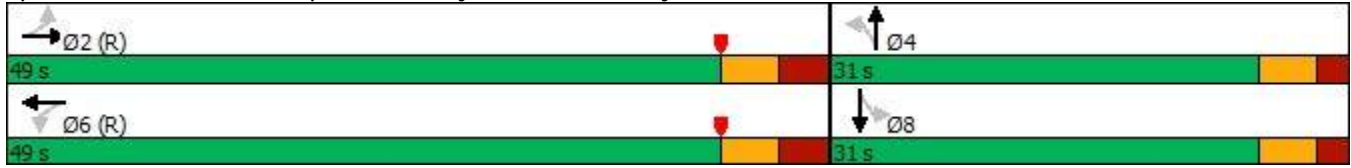
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 85.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	21	534	60	74	510	8	48	129	52	9	90	8
Future Volume (vph)	21	534	60	74	510	8	48	129	52	9	90	8
Satd. Flow (prot)	0	1878	0	0	1803	0	0	1770	0	0	1751	0
Flt Permitted		0.972			0.859			0.913			0.970	
Satd. Flow (perm)	0	1829	0	0	1558	0	0	1632	0	0	1705	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	3%	3%	3%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	647	0	0	623	0	0	242	0	0	112	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		50.9			50.9			17.1			17.1	
Actuated g/C Ratio		0.64			0.64			0.21			0.21	
v/c Ratio		0.56			0.63			0.70			0.31	
Control Delay		6.9			10.9			39.2			27.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.9			10.9			39.2			27.2	
LOS		A			B			D			C	
Approach Delay		6.9			10.9			39.2			27.2	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		99			242			112			47	
Queue Length 95th (ft)		77			306			170			82	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1164			991			510			532	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.63			0.47			0.21	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 14 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 14.6
 Intersection Capacity Utilization 89.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

17: Cedarhurst Ave & W Broadway Timings

Existing 2018
PM Peak

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	526	40	56	528	13	92	89	88	30	32	12
Future Volume (vph)	8	526	40	56	528	13	92	89	88	30	32	12
Satd. Flow (prot)	0	1844	0	0	1745	0	0	1751	0	0	1657	0
Flt Permitted		0.991			0.908			0.983			0.980	
Satd. Flow (perm)	0	1829	0	0	1593	0	0	1751	0	0	1657	0
Satd. Flow (RTOR)		5			1			29			11	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	2%	2%	2%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	586	0	0	609	0	0	275	0	0	76	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		40.0			40.0			16.1			8.6	
Actuated g/C Ratio		0.50			0.50			0.20			0.11	
v/c Ratio		0.64			0.76			0.74			0.40	
Control Delay		22.2			22.9			38.2			34.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.2			22.9			38.2			34.9	
LOS		C			C			D			C	
Approach Delay		22.2			22.9			38.2			34.9	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		217			218			115			31	
Queue Length 95th (ft)		#449			#512			185			68	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		917			797			470			432	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.76			0.59			0.18	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 26.0
 Intersection Capacity Utilization 90.9%
 Analysis Period (min) 15

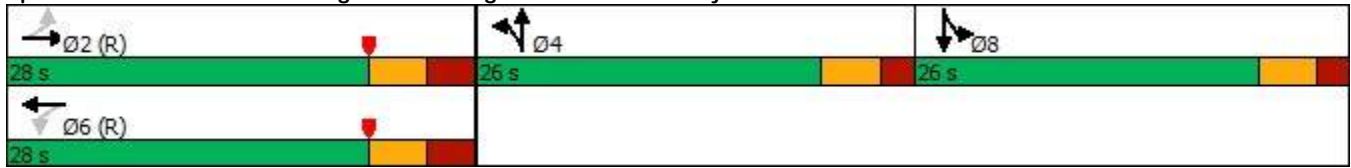
Intersection LOS: C
 ICU Level of Service E

18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway
Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	303	32	195	350	155	33	372	1	170	428	459
Future Volume (vph)	401	303	32	195	350	155	33	372	1	170	428	459
Satd. Flow (prot)	1579	3239	0	0	3252	1482	1770	3539	0	1719	1810	1538
Flt Permitted	0.950	0.984			0.982		0.509			0.390		
Satd. Flow (perm)	1579	3239	0	0	3252	1482	948	3539	0	706	1810	1538
Satd. Flow (RTOR)		5				107						134
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	9%	9%	9%	2%	2%	2%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	245	506	0	0	556	158	34	381	0	173	437	468
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	25.8	25.8			25.1	43.0	33.1	33.1		52.1	51.1	82.9
Actuated g/C Ratio	0.22	0.22			0.21	0.36	0.28	0.28		0.43	0.43	0.69
v/c Ratio	0.72	0.72			0.82	0.26	0.13	0.39		0.42	0.57	0.42
Control Delay	56.0	49.3			55.7	9.8	51.9	46.7		26.6	31.4	7.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	56.0	49.3			55.7	9.8	51.9	46.7		26.6	31.4	7.1
LOS	E	D			E	A	D	D		C	C	A
Approach Delay		51.4			45.5			47.1			20.1	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	192	197			215	26	21	123		86	261	100
Queue Length 95th (ft)	290	257			278	70	m49	202		144	384	164
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	369	761			740	616	273	1019		441	791	1118
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.66			0.75	0.26	0.12	0.37		0.39	0.55	0.42

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 38 (32%), Referenced to phase 2:NBT and 6:SBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 38.0
 Intersection Capacity Utilization 88.6%
 Analysis Period (min) 15

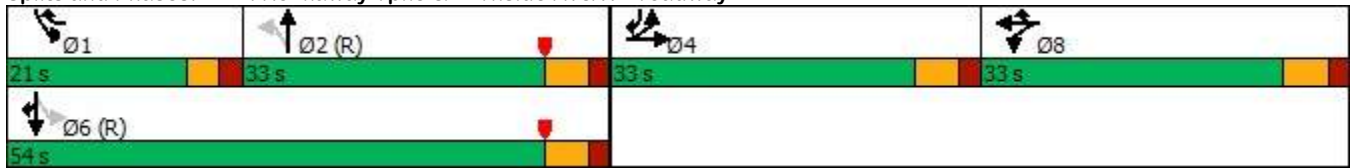
Intersection LOS: D
 ICU Level of Service E

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Existing 2018
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	119	255	36	51	245	113	50	290	60	130	223	155
Future Volume (vph)	119	255	36	51	245	113	50	290	60	130	223	155
Satd. Flow (prot)	1752	1810	0	1752	1758	0	1719	1762	0	1736	1715	0
Flt Permitted	0.223			0.454			0.391			0.334		
Satd. Flow (perm)	411	1810	0	837	1758	0	708	1762	0	610	1715	0
Satd. Flow (RTOR)								9				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	125	306	0	54	377	0	53	368	0	137	398	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	45.9	36.7		38.8	31.2		51.2	43.7		57.6	48.8	
Actuated g/C Ratio	0.38	0.31		0.32	0.26		0.43	0.36		0.48	0.41	
v/c Ratio	0.45	0.55		0.16	0.82		0.15	0.57		0.35	0.57	
Control Delay	27.0	38.9		21.4	56.8		19.4	36.5		15.7	33.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.0	38.9		21.4	56.8		19.4	36.5		15.7	33.4	
LOS	C	D		C	E		B	D		B	C	
Approach Delay		35.5			52.4			34.3			28.8	
Approach LOS		D			D			C			C	
Queue Length 50th (ft)	60	200		25	274		21	227		54	304	
Queue Length 95th (ft)	92	278		46	366		49	367		m99	#429	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	292	583		392	556		429	647		411	696	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.52		0.14	0.68		0.12	0.57		0.33	0.57	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 37.3

Intersection LOS: D

Intersection Capacity Utilization 72.5%

ICU Level of Service C





Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

Existing 2018
PM Peak

- # 95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.
- m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave

 Ø1 18 s	 Ø2 (R) 40 s	 Ø3 18 s	 Ø4 44 s
 Ø5 18 s	 Ø6 (R) 40 s	 Ø7 18 s	 Ø8 44 s

23: Washington Ave & Central Ave
Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	368	20	26	338	54	26	93	49	67	129	148
Future Volume (vph)	86	368	20	26	338	54	26	93	49	67	129	148
Satd. Flow (prot)	0	1817	0	0	1806	0	0	1776	0	0	1754	0
Flt Permitted		0.852			0.952			0.913			0.893	
Satd. Flow (perm)	0	1562	0	0	1725	0	0	1634	0	0	1582	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	515	0	0	454	0	0	182	0	0	374	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.2			25.2			18.7			18.7	
Actuated g/C Ratio		0.45			0.45			0.33			0.33	
v/c Ratio		0.74			0.59			0.34			0.71	
Control Delay		21.6			16.4			16.6			25.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.6			16.4			16.6			25.5	
LOS		C			B			B			C	
Approach Delay		21.6			16.4			16.6			25.5	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		133			107			42			100	
Queue Length 95th (ft)		286			223			100			218	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		920			1016			782			757	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.45			0.23			0.49	

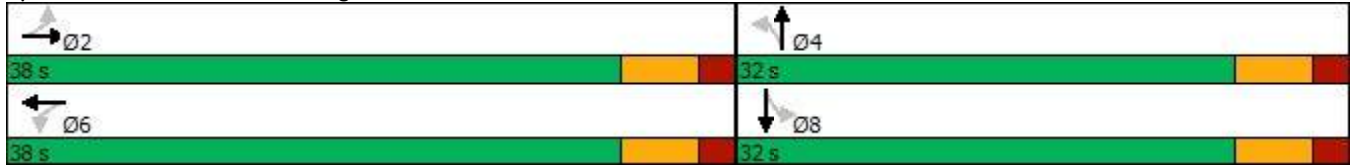
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 56.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 87.8%	ICU Level of Service E
Analysis Period (min) 15	

23: Washington Ave & Central Ave Timings

Existing 2018
PM Peak

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	79	377	17	13	366	83	35	44	24	0	0	0
Future Volume (vph)	79	377	17	13	366	83	35	44	24	0	0	0
Satd. Flow (prot)	0	2042	0	0	1959	0	0	1891	0	0	0	0
Flt Permitted		0.858			0.981			0.983				
Satd. Flow (perm)	0	1767	0	0	1924	0	0	1891	0	0	0	0
Satd. Flow (RTOR)					21							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	493	0	0	481	0	0	107	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		20.8			20.8			10.4				
Actuated g/C Ratio		0.48			0.48			0.24				
v/c Ratio		0.58			0.51			0.24				
Control Delay		11.5			9.8			15.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		11.5			9.8			15.1				
LOS		B			A			B				
Approach Delay		11.5			9.8			15.1				
Approach LOS		B			A			B				
Queue Length 50th (ft)		76			67			21				
Queue Length 95th (ft)		155			137			54				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1313			1434			1141				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.38			0.34			0.09				

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 43.2
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.58
 Intersection Signal Delay: 11.1
 Intersection Capacity Utilization 73.6%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

24: Spruce St & Central Ave Timings

Existing 2018
PM Peak

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	280	29	40	300	102	42	121	48	68	111	97
Future Volume (vph)	64	280	29	40	300	102	42	121	48	68	111	97
Satd. Flow (prot)	0	2090	0	0	2037	0	0	1770	0	0	1720	0
Flt Permitted		0.866			0.934			0.889			0.869	
Satd. Flow (perm)	0	1826	0	0	1911	0	0	1589	0	0	1513	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	406	0	0	480	0	0	230	0	0	300	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.5			21.5			14.9			14.9	
Actuated g/C Ratio		0.44			0.44			0.31			0.31	
v/c Ratio		0.50			0.57			0.47			0.65	
Control Delay		13.6			14.5			17.2			21.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.6			14.5			17.2			21.8	
LOS		B			B			B			C	
Approach Delay		13.6			14.5			17.2			21.8	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		73			90			49			68	
Queue Length 95th (ft)		180			216			113			154	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1034			1082			1033			984	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.39			0.44			0.22			0.30	

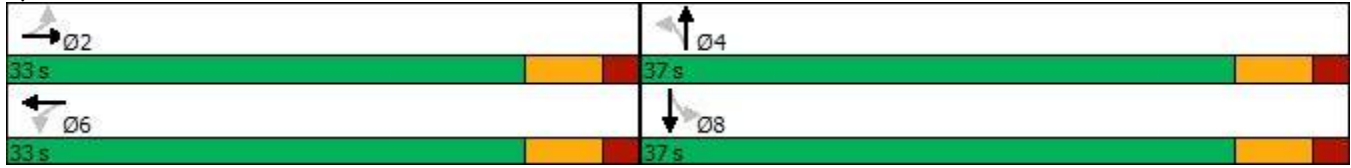
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 48.7	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 16.2	Intersection LOS: B
Intersection Capacity Utilization 65.8%	ICU Level of Service C
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Existing 2018
PM Peak

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	310	9	6	241	23	17	68	3	41	47	84
Future Volume (vph)	32	310	9	6	241	23	17	68	3	41	47	84
Satd. Flow (prot)	0	1828	0	0	1788	0	0	1767	0	0	1719	0
Flt Permitted		0.952			0.991			0.909			0.894	
Satd. Flow (perm)	0	1749	0	0	1774	0	0	1623	0	0	1555	0
Satd. Flow (RTOR)					9							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	374	0	0	286	0	0	93	0	0	183	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		22.4			22.4			11.9			11.9	
Actuated g/C Ratio		0.48			0.48			0.26			0.26	
v/c Ratio		0.44			0.33			0.22			0.46	
Control Delay		10.7			9.2			13.7			17.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.7			9.2			13.7			17.7	
LOS		B			A			B			B	
Approach Delay		10.7			9.2			13.7			17.7	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		56			39			18			37	
Queue Length 95th (ft)		133			95			43			79	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1221			1242			917			879	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.23			0.10			0.21	

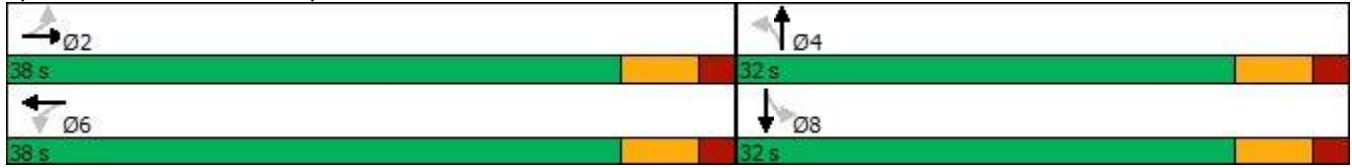
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 46.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 11.9	Intersection LOS: B
Intersection Capacity Utilization 57.8%	ICU Level of Service B
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

Existing 2018
PM Peak

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave Timings

Existing 2018
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	180	65	12	164	29	35	183	16	17	152	63
Future Volume (vph)	108	180	65	12	164	29	35	183	16	17	152	63
Satd. Flow (prot)	0	2008	0	0	2025	0	0	1864	0	0	1946	0
Flt Permitted		0.847			0.976			0.923			0.969	
Satd. Flow (perm)	0	1726	0	0	1982	0	0	1733	0	0	1893	0
Satd. Flow (RTOR)		27			20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	360	0	0	209	0	0	239	0	0	236	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		23.7			23.7			11.6			11.6	
Actuated g/C Ratio		0.58			0.58			0.29			0.29	
v/c Ratio		0.36			0.18			0.48			0.44	
Control Delay		8.1			6.7			16.1			15.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.1			6.7			16.1			15.0	
LOS		A			A			B			B	
Approach Delay		8.1			6.7			16.1			15.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		42			21			46			45	
Queue Length 95th (ft)		108			59			92			89	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		1014			1160			858			937	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.18			0.28			0.25	

Intersection Summary

Cycle Length: 50

Actuated Cycle Length: 40.7

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 11.2

Intersection LOS: B

Intersection Capacity Utilization 65.4%

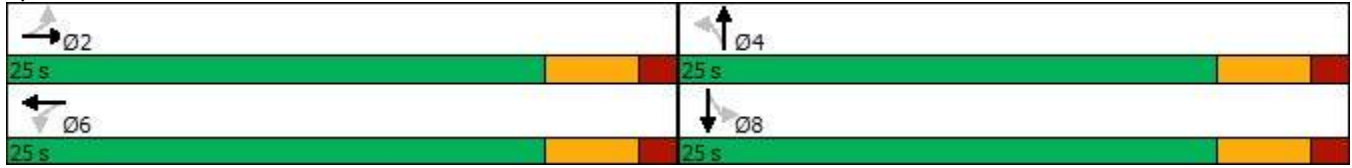
ICU Level of Service C

Analysis Period (min) 15

28: Woodmere Blvd & Central Ave Timings

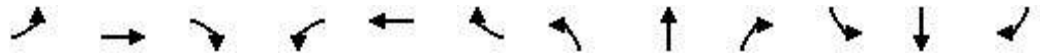
Existing 2018
PM Peak

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	71	731	0	0	696	22	0	0	0	13	0	50
Future Volume (Veh/h)	71	731	0	0	696	22	0	0	0	13	0	50
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	73	754	0	0	718	23	0	0	0	13	0	52
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		423			1143							
pX, platoon unblocked	0.91			0.78			0.82	0.82	0.78	0.82	0.82	0.91
vC, conflicting volume	741			754			1682	1641	754	1630	1630	730
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	670			540			1486	1437	540	1423	1423	657
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			100	100	100	85	100	88
cM capacity (veh/h)	837			791			70	101	424	87	102	425
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	827	741	0	65								
Volume Left	73	0	0	13								
Volume Right	0	23	0	52								
cSH	837	791	1700	239								
Volume to Capacity	0.09	0.00	0.00	0.27								
Queue Length 95th (ft)	7	0	0	27								
Control Delay (s)	2.2	0.0	0.0	25.6								
Lane LOS	A			D								
Approach Delay (s)	2.2	0.0	0.0	25.6								
Approach LOS				D								
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			94.2%		ICU Level of Service					F		
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	594	46	101	568	51	91
Future Volume (Veh/h)	594	46	101	568	51	91
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	625	48	106	598	54	96
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.82		
vC, conflicting volume				673	1459	649
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				673	1450	649
tC, single (s)				4.2	6.5	6.3
tC, 2 stage (s)						
tF (s)				2.3	3.6	3.4
p0 queue free %				88	47	79
cM capacity (veh/h)				890	102	461
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	673	704	150			
Volume Left	0	106	54			
Volume Right	48	0	96			
cSH	1700	890	203			
Volume to Capacity	0.40	0.12	0.74			
Queue Length 95th (ft)	0	10	122			
Control Delay (s)	0.0	2.9	60.4			
Lane LOS		A	F			
Approach Delay (s)	0.0	2.9	60.4			
Approach LOS			F			
Intersection Summary						
Average Delay				7.3		
Intersection Capacity Utilization				87.9%	ICU Level of Service	E
Analysis Period (min)				15		

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↗
Traffic Volume (veh/h)	474	0	0	700	0	164
Future Volume (Veh/h)	474	0	0	700	0	164
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	494	0	0	729	0	171
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.76	
vC, conflicting volume			494		1223 247	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			494		1135 247	
tC, single (s)			4.3		6.9 7.0	
tC, 2 stage (s)						
tF (s)			2.3		3.5 3.3	
p0 queue free %			100		100 77	
cM capacity (veh/h)			1018		145 744	
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	247	247	729	171		
Volume Left	0	0	0	0		
Volume Right	0	0	0	171		
cSH	1700	1700	1700	744		
Volume to Capacity	0.15	0.15	0.43	0.23		
Queue Length 95th (ft)	0	0	0	22		
Control Delay (s)	0.0	0.0	0.0	11.3		
Lane LOS					B	
Approach Delay (s)	0.0		0.0		11.3	
Approach LOS					B	
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			40.2%		ICU Level of Service A	
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	404	157	9	656
Future Volume (Veh/h)	0	0	404	157	9	656
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	449	174	10	729
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	162					
pX, platoon unblocked	0.82					
vC, conflicting volume	1285	312	623			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1237	312	623			
tC, single (s)	6.8	6.9	4.2			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	136	684	934			
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	299	324	739			
Volume Left	0	0	10			
Volume Right	0	174	0			
cSH	1700	1700	934			
Volume to Capacity	0.18	0.19	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.3			
Lane LOS	A					
Approach Delay (s)	0.0		0.3			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			45.0%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

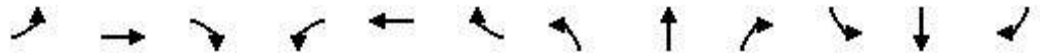
Existing 2018
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	83	275	45	14	320	25	0	0	0	48	27	126
Future Volume (vph)	83	275	45	14	320	25	0	0	0	48	27	126
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	87	289	47	15	337	26	0	0	0	51	28	133
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	423	378	212									
Volume Left (vph)	87	15	51									
Volume Right (vph)	47	26	133									
Hadj (s)	0.04	0.00	-0.21									
Departure Headway (s)	5.1	5.1	5.7									
Degree Utilization, x	0.60	0.54	0.33									
Capacity (veh/h)	679	676	572									
Control Delay (s)	15.5	14.0	11.5									
Approach Delay (s)	15.5	14.0	11.5									
Approach LOS	C	B	B									
Intersection Summary												
Delay			14.1									
Level of Service			B									
Intersection Capacity Utilization			62.7%	ICU Level of Service								B
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

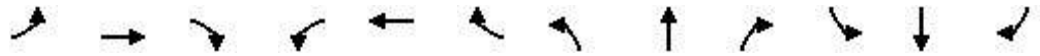
Existing 2018
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	1	0	10	0	54	0	0	31	0
Future Volume (vph)	0	0	0	1	0	10	0	54	0	0	31	0
Peak Hour Factor	0.92	0.92	0.92	0.73	0.92	0.73	0.92	0.73	0.73	0.73	0.73	0.92
Hourly flow rate (vph)	0	0	0	1	0	14	0	74	0	0	42	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	15	74	42								
Volume Left (vph)	0	1	0	0								
Volume Right (vph)	0	14	0	0								
Hadj (s)	0.00	0.24	0.07	0.27								
Departure Headway (s)	4.2	4.4	4.0	4.3								
Degree Utilization, x	0.00	0.02	0.08	0.05								
Capacity (veh/h)	842	796	873	832								
Control Delay (s)	7.2	7.5	7.4	7.5								
Approach Delay (s)	0.0	7.5	7.4	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

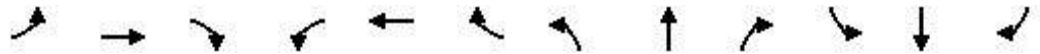
Existing 2018
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	4	0	0	0	0	30	14	1	16	0	15
Future Volume (vph)	3	4	0	0	0	0	30	14	1	16	0	15
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	4	6	0	0	0	0	43	20	1	23	0	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	10	0	64	44								
Volume Left (vph)	4	0	43	23								
Volume Right (vph)	0	0	1	21								
Hadj (s)	0.08	0.00	0.40	-0.18								
Departure Headway (s)	4.2	4.1	4.4	3.8								
Degree Utilization, x	0.01	0.00	0.08	0.05								
Capacity (veh/h)	828	848	811	936								
Control Delay (s)	7.3	7.1	7.7	7.0								
Approach Delay (s)	7.3	0.0	7.7	7.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			13.4%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	122	0	22	159	56	0	61	55	40	42	16
Future Volume (vph)	13	122	0	22	159	56	0	61	55	40	42	16
Satd. Flow (prot)	0	1835	0	0	1794	0	0	1744	0	0	1768	0
Flt Permitted		0.969			0.972						0.813	
Satd. Flow (perm)	0	1787	0	0	1753	0	0	1744	0	0	1467	0
Satd. Flow (RTOR)					29						13	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	141	0	0	247	0	0	121	0	0	103	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.6			61.6			11.2			11.2	
Actuated g/C Ratio		0.77			0.77			0.14			0.14	
v/c Ratio		0.10			0.18			0.50			0.48	
Control Delay		3.9			2.9			38.3			34.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.9			2.9			38.3			34.4	
LOS		A			A			D			C	
Approach Delay		3.9			2.9			38.3			34.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		17			21			57			42	
Queue Length 95th (ft)		40			25			102			85	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		1376			1357			577			494	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.18			0.21			0.21	

Intersection Summary

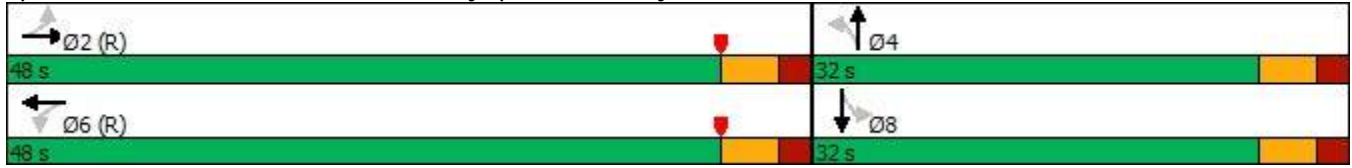
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 15.4
 Intersection Capacity Utilization 38.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

1: Meadow Ln/Rockaway Tpke & Broadway Timings

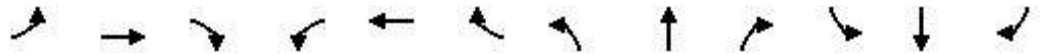
Existing 2018
Saturday Middy

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	239	3	19	227	8	3	7	56	12	8	1
Future Volume (vph)	7	239	3	19	227	8	3	7	56	12	8	1
Satd. Flow (prot)	0	1795	0	0	1846	0	0	1788	0	0	1944	0
Flt Permitted		0.993			0.971			0.984			0.822	
Satd. Flow (perm)	0	1784	0	0	1800	0	0	1763	0	0	1642	0
Satd. Flow (RTOR)		1										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	264	0	0	270	0	0	70	0	0	23	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.8			62.8			9.2			9.2	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.19			0.19			0.35			0.12	
Control Delay		2.3			5.6			37.1			32.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.3			5.6			37.1			32.5	
LOS		A			A			D			C	
Approach Delay		2.3			5.6			37.1			32.5	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		19			59			33			11	
Queue Length 95th (ft)		36			131			69			31	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1400			1413			572			533	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.19			0.19			0.12			0.04	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 37.9%

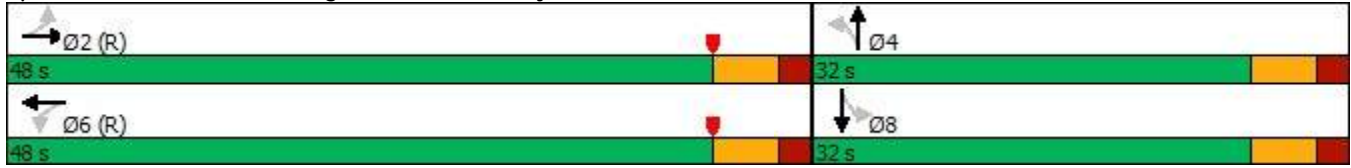
ICU Level of Service A

Analysis Period (min) 15

2: Washington Ave & Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	313	253	6	4	4
Future Volume (vph)	1	313	253	6	4	4
Satd. Flow (prot)	1652	1863	2043	0	1676	0
Flt Permitted	0.593				0.976	
Satd. Flow (perm)	1031	1863	2043	0	1676	0
Satd. Flow (RTOR)			2		4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	326	270	0	8	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	76.3	76.3	76.3		6.2	
Actuated g/C Ratio	0.95	0.95	0.95		0.08	
v/c Ratio	0.00	0.18	0.14		0.06	
Control Delay	1.0	1.1	0.3		28.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	1.0	1.1	0.3		28.0	
LOS	A	A	A		C	
Approach Delay		1.1	0.3		28.0	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		2	
Queue Length 95th (ft)	m1	48	11		15	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	983	1776	1947		589	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.00	0.18	0.14		0.01	

Intersection Summary

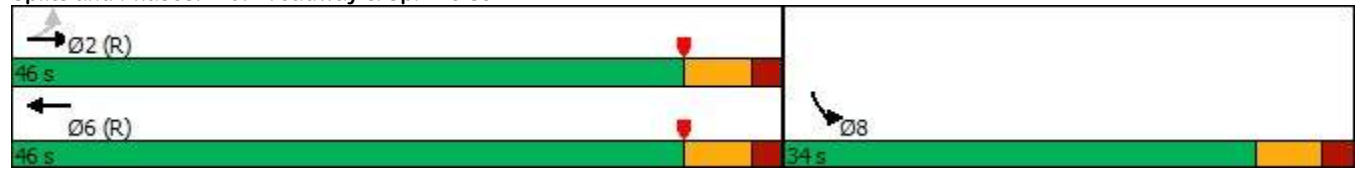
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 1.1
 Intersection Capacity Utilization 31.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

3: Broadway & Spruce St Timings

Existing 2018
Saturday Middy

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	304	4	1	240	18	2	4	2	27	1	10
Future Volume (vph)	7	304	4	1	240	18	2	4	2	27	1	10
Satd. Flow (prot)	0	1795	0	0	1846	0	0	1947	0	0	1947	0
Flt Permitted		0.994			0.999			0.911			0.781	
Satd. Flow (perm)	0	1786	0	0	1844	0	0	1793	0	0	1576	0
Satd. Flow (RTOR)		1			7			2			11	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	358	0	0	294	0	0	9	0	0	43	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		68.3			68.3			8.3			8.3	
Actuated g/C Ratio		0.85			0.85			0.10			0.10	
v/c Ratio		0.23			0.19			0.05			0.25	
Control Delay		2.3			1.6			29.5			30.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.3			1.6			29.5			30.1	
LOS		A			A			C			C	
Approach Delay		2.3			1.6			29.5			30.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		48			23			3			15	
Queue Length 95th (ft)		68			17			16			43	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1525			1575			572			509	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.23			0.19			0.02			0.08	

Intersection Summary

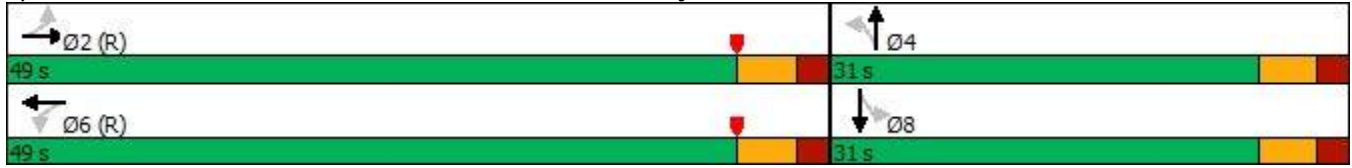
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 4.0
 Intersection Capacity Utilization 37.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	370	274	0	9	9
Future Volume (vph)	0	370	274	0	9	9
Satd. Flow (prot)	0	1863	1863	0	1615	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1863	0	1615	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	394	291	0	20	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		72.4	72.4		8.0	
Actuated g/C Ratio		0.90	0.90		0.10	
v/c Ratio		0.23	0.17		0.12	
Control Delay		1.8	1.3		34.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		1.8	1.3		34.7	
LOS		A	A		C	
Approach Delay		1.8	1.3		34.7	
Approach LOS		A	A		C	
Queue Length 50th (ft)		0	0		9	
Queue Length 95th (ft)		88	6		29	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1685	1685		514	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.23	0.17		0.04	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.23
 Intersection Signal Delay: 2.5
 Intersection Capacity Utilization 35.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

5: Broadway & Grove Ave Timings

Existing 2018
Saturday Middy

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	378	16	20	270	6	8
Future Volume (vph)	378	16	20	270	6	8
Satd. Flow (prot)	1853	0	0	1857	1702	0
Flt Permitted				0.962	0.979	
Satd. Flow (perm)	1853	0	0	1792	1702	0
Satd. Flow (RTOR)	4				9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	428	0	0	315	16	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	76.1			76.1	6.3	
Actuated g/C Ratio	0.95			0.95	0.08	
v/c Ratio	0.24			0.18	0.11	
Control Delay	1.1			1.1	25.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.1			1.1	25.5	
LOS	A			A	C	
Approach Delay	1.1			1.1	25.5	
Approach LOS	A			A	C	
Queue Length 50th (ft)	0			0	3	
Queue Length 95th (ft)	106			16	21	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1764			1705	559	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.24			0.18	0.03	

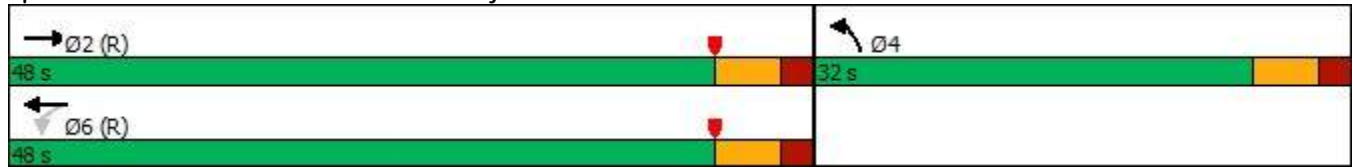
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 1.6
 Intersection Capacity Utilization 45.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

7: Meadow Dr & Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	345	13	7	276	40	18	19	6	38	24	22
Future Volume (vph)	17	345	13	7	276	40	18	19	6	38	24	22
Satd. Flow (prot)	0	1788	0	0	1768	0	0	1908	0	0	1897	0
Flt Permitted		0.979			0.992			0.862			0.832	
Satd. Flow (perm)	0	1754	0	0	1756	0	0	1678	0	0	1613	0
Satd. Flow (RTOR)					14						23	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	416	0	0	359	0	0	48	0	0	93	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.6			62.6			10.6			10.6	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.30			0.26			0.22			0.40	
Control Delay		6.6			4.5			33.2			29.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.6			4.5			33.2			29.8	
LOS		A			A			C			C	
Approach Delay		6.6			4.5			33.2			29.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		105			33			22			33	
Queue Length 95th (ft)		212			128			51			74	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1372			1377			534			529	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.26			0.09			0.18	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 9.5
 Intersection Capacity Utilization 45.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

8: Woodmere Blvd & Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	359	10	26	301	29	19	16	25	28	21	26
Future Volume (vph)	22	359	10	26	301	29	19	16	25	28	21	26
Satd. Flow (prot)	0	1913	0	0	1896	0	0	1732	0	0	1801	0
Flt Permitted		0.970			0.956			0.903			0.882	
Satd. Flow (perm)	0	1861	0	0	1820	0	0	1590	0	0	1618	0
Satd. Flow (RTOR)		3						27			29	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	430	0	0	392	0	0	66	0	0	83	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		63.7			63.7			9.1			9.1	
Actuated g/C Ratio		0.80			0.80			0.11			0.11	
v/c Ratio		0.29			0.27			0.32			0.40	
Control Delay		1.5			2.6			25.8			28.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.5			2.6			25.8			28.5	
LOS		A			A			C			C	
Approach Delay		1.5			2.6			25.8			28.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		10			23			18			26	
Queue Length 95th (ft)		16			61			52			65	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1482			1449			525			535	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.29			0.27			0.13			0.16	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 41.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	67	451	10	43	360	36	12	63	62	53	57	76
Future Volume (vph)	67	451	10	43	360	36	12	63	62	53	57	76
Satd. Flow (prot)	0	2033	0	0	2016	0	0	1759	0	0	1736	0
Flt Permitted		0.895			0.916			0.959			0.839	
Satd. Flow (perm)	0	1830	0	0	1856	0	0	1694	0	0	1477	0
Satd. Flow (RTOR)											46	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	550	0	0	458	0	0	144	0	0	193	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.6			54.6			13.4			13.4	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.44			0.36			0.51			0.67	
Control Delay		6.1			7.1			35.5			34.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.1			7.1			35.5			34.9	
LOS		A			A			D			C	
Approach Delay		6.1			7.1			35.5			34.9	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		84			81			67			69	
Queue Length 95th (ft)		134			167			110			125	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1248			1266			550			511	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.44			0.36			0.26			0.38	

Intersection Summary

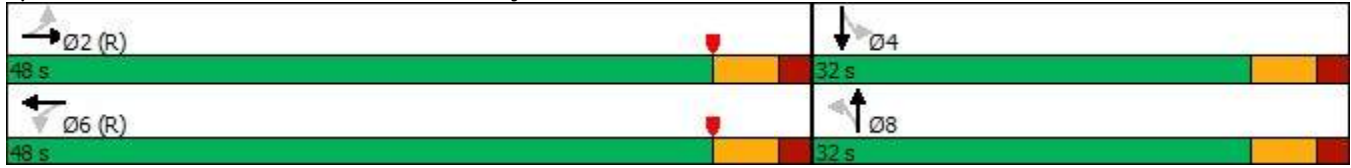
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 13.7
 Intersection Capacity Utilization 73.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

10: Franklin Ave & Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
Saturday Midday



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕↕	
Traffic Volume (vph)	119	440	43	35	392	1	3	69	102	22	63	8
Future Volume (vph)	119	440	43	35	392	1	3	69	102	22	63	8
Satd. Flow (prot)	0	3465	0	0	3525	0	0	1735	1478	0	2020	0
Flt Permitted		0.455			0.832						0.919	
Satd. Flow (perm)	0	1593	0	0	2945	0	0	1739	1478	0	1879	0
Satd. Flow (RTOR)		7							112		3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	662	0	0	470	0	0	79	112	0	102	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		28.5			28.5			28.9	35.0		18.7	
Actuated g/C Ratio		0.33			0.33			0.33	0.40		0.22	
v/c Ratio		0.58			0.49			0.14	0.17		0.25	
Control Delay		26.0			4.8			5.8	1.8		31.8	
Queue Delay		0.1			0.1			0.4	0.9		0.1	
Total Delay		26.1			4.9			6.2	2.7		31.9	
LOS		C			A			A	A		C	
Approach Delay		26.1			4.9			4.1			31.9	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)		156			8			7	4		45	
Queue Length 95th (ft)		220			11			m22	6		104	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2475			1378			609	709		441	
Starvation Cap Reductn		0			151			280	404		0	
Spillback Cap Reductn		792			0			0	0		42	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.39			0.38			0.24	0.37		0.26	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 86.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 16.6

Intersection LOS: B

Intersection Capacity Utilization 55.6%

ICU Level of Service B

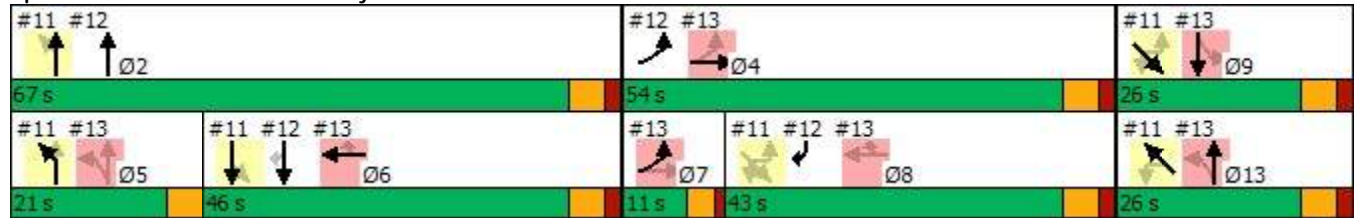
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
Saturday Middy

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
Saturday MIDDAY

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Existing 2018
Saturday MIDDAY



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	279	0	0	435	433	404				
Future Volume (vph)	279	0	0	435	433	404				
Satd. Flow (prot)	3286	0	0	3539	3014	1379				
Flt Permitted	0.950									
Satd. Flow (perm)	3286	0	0	3539	3014	1379				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	2%	2%	3%	3%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						36%				
Lane Group Flow (vph)	310	0	0	483	643	287				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	21.3			28.5	28.5	38.7				
Actuated g/C Ratio	0.25			0.33	0.33	0.45				
v/c Ratio	0.38			0.42	0.65	0.47				
Control Delay	8.3			4.9	28.2	11.7				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	8.3			4.9	28.2	11.7				
LOS	A			A	C	B				
Approach Delay	8.3			4.9	23.1					
Approach LOS	A			A	C					
Queue Length 50th (ft)	13			13	164	72				
Queue Length 95th (ft)	19			17	234	114				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1845			2526	1410	1040				
Starvation Cap Reductn	144			249	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.18			0.21	0.46	0.28				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 86.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 15.3

Intersection LOS: B

Intersection Capacity Utilization 34.2%

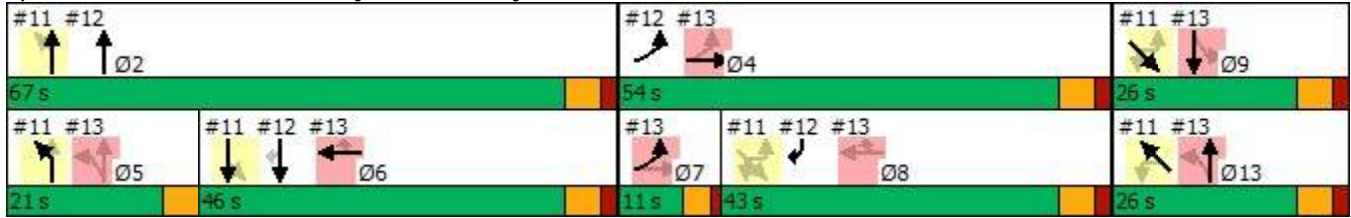
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

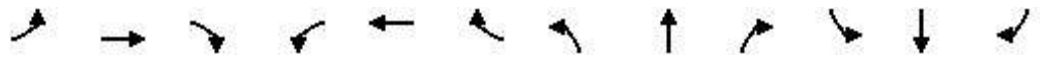
Existing 2018
Saturday Middy

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	132	267	80	0	354	65	58	122	0	15	86	92
Future Volume (vph)	132	267	80	0	354	65	58	122	0	15	86	92
Satd. Flow (prot)	1770	3415	0	0	3240	1449	0	1851	0	0	1754	0
Flt Permitted	0.520							0.000			0.968	
Satd. Flow (perm)	969	3415	0	0	3240	1449	0	0	0	0	1704	0
Satd. Flow (RTOR)		28				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	147	386	0	0	393	72	0	200	0	0	215	0
Turn Type	pm+pt	NA			NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7			6 8	6 8	13 5	5		9		
Detector Phase	7	4			6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0			10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0			16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0			46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%			31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0			4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None			Min			None		None	None	
Act Effct Green (s)	23.4	21.3			38.7	38.7		18.7			18.7	
Actuated g/C Ratio	0.27	0.25			0.45	0.45		0.22			0.22	
v/c Ratio	0.45	0.45			0.27	0.10		0.50			0.59	
Control Delay	32.8	29.0			2.0	0.3		42.9			40.0	
Queue Delay	0.0	0.0			0.1	0.0		8.9			0.0	
Total Delay	32.8	29.0			2.1	0.3		51.7			40.0	
LOS	C	C			A	A		D			D	
Approach Delay		30.0			1.8			51.7			40.0	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	65	88			5	0		82			105	
Queue Length 95th (ft)	134	152			7	0		175			210	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	326	1930			1861	1290		433			398	
Starvation Cap Reductn	0	0			525	372		193			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.45	0.20			0.29	0.08		0.83			0.54	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 86.8

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 25.3

Intersection LOS: C

Intersection Capacity Utilization 55.5%

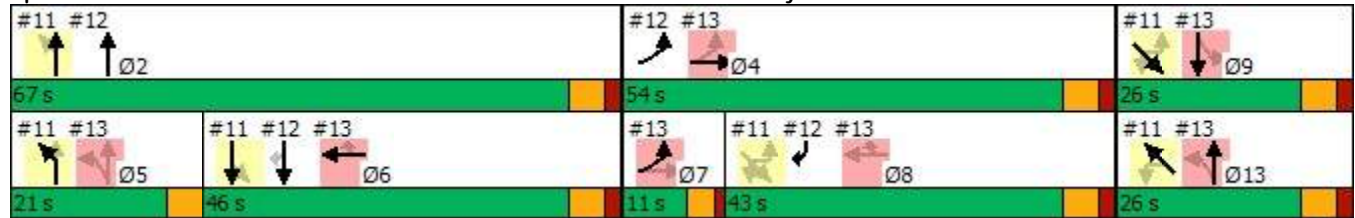
ICU Level of Service B

Analysis Period (min) 15

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
Saturday MIDDAY

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

14: Woodmere Blvd & W Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	315	20	21	231	31	19	74	20	13	58	10
Future Volume (vph)	15	315	20	21	231	31	19	74	20	13	58	10
Satd. Flow (prot)	0	1948	0	0	1930	0	1668	1760	0	1652	1759	0
Flt Permitted		0.983			0.964		0.709			0.692		
Satd. Flow (perm)	0	1919	0	0	1868	0	1245	1760	0	1203	1759	0
Satd. Flow (RTOR)		6			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	372	0	0	301	0	20	100	0	14	73	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.7			61.7		9.9	9.9		9.9	9.9	
Actuated g/C Ratio		0.77			0.77		0.12	0.12		0.12	0.12	
v/c Ratio		0.25			0.21		0.13	0.46		0.09	0.34	
Control Delay		3.9			4.0		31.4	38.6		30.6	35.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		3.9			4.0		31.4	38.6		30.6	35.1	
LOS		A			A		C	D		C	D	
Approach Delay		3.9			4.0			37.4			34.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		59			38		9	47		6	34	
Queue Length 95th (ft)		118			77		27	89		22	69	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1481			1443		404	572		390	571	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.25			0.21		0.05	0.17		0.04	0.13	

Intersection Summary

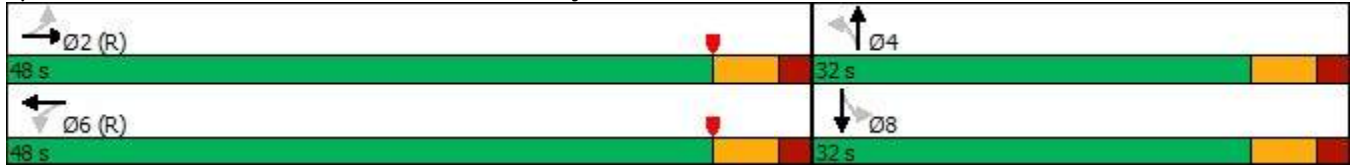
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 11.5
 Intersection Capacity Utilization 39.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

14: Woodmere Blvd & W Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	304	13	14	283	7	22	5	15	6	3	2
Future Volume (vph)	4	304	13	14	283	7	22	5	15	6	3	2
Satd. Flow (prot)	0	1832	0	0	1835	0	0	1696	0	0	1804	0
Flt Permitted		0.996			0.979			0.830			0.793	
Satd. Flow (perm)	0	1826	0	0	1801	0	0	1444	0	0	1472	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	365	0	0	346	0	0	48	0	0	12	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		67.2			67.2			8.8			8.8	
Actuated g/C Ratio		0.84			0.84			0.11			0.11	
v/c Ratio		0.24			0.23			0.30			0.07	
Control Delay		1.4			2.8			37.6			32.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.4			2.8			37.6			32.3	
LOS		A			A			D			C	
Approach Delay		1.4			2.8			37.6			32.3	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		19			57			23			6	
Queue Length 95th (ft)		28			107			52			20	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1534			1512			460			469	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.23			0.10			0.03	

Intersection Summary

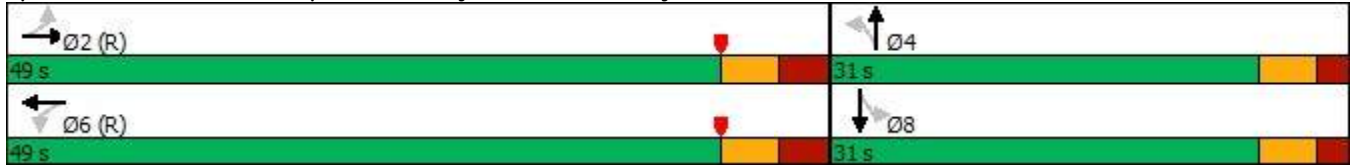
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 4.8
 Intersection Capacity Utilization 40.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

15: Prospect Ave/Derby Ave & W Broadway Timings

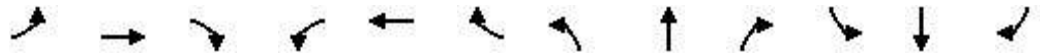
Existing 2018
Saturday Middy

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	292	18	14	274	7	19	26	15	3	24	6
Future Volume (vph)	11	292	18	14	274	7	19	26	15	3	24	6
Satd. Flow (prot)	0	1887	0	0	1878	0	0	1722	0	0	1825	0
Flt Permitted		0.987			0.980			0.880			0.965	
Satd. Flow (perm)	0	1866	0	0	1845	0	0	1540	0	0	1768	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	353	0	0	324	0	0	66	0	0	36	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.7			62.7			9.3			9.3	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.24			0.22			0.37			0.17	
Control Delay		3.5			2.3			38.1			33.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.5			2.3			38.1			33.1	
LOS		A			A			D			C	
Approach Delay		3.5			2.3			38.1			33.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		39			16			31			17	
Queue Length 95th (ft)		80			26			66			42	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1461			1445			481			552	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.22			0.14			0.07	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 11 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 38.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

17: Cedarhurst Ave & W Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	323	11	17	269	2	21	2	24	4	8	3
Future Volume (vph)	3	323	11	17	269	2	21	2	24	4	8	3
Satd. Flow (prot)	0	1837	0	0	1820	0	0	1696	0	0	1727	0
Flt Permitted		0.998			0.971			0.978			0.988	
Satd. Flow (perm)	0	1834	0	0	1772	0	0	1696	0	0	1727	0
Satd. Flow (RTOR)		2						26			3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	0	0	317	0	0	51	0	0	16	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		65.4			65.4			7.0			6.3	
Actuated g/C Ratio		0.82			0.82			0.09			0.08	
v/c Ratio		0.25			0.22			0.30			0.12	
Control Delay		4.7			3.6			24.6			31.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.7			3.6			24.6			31.8	
LOS		A			A			C			C	
Approach Delay		4.7			3.6			24.6			31.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		40			23			12			6	
Queue Length 95th (ft)		145			170			43			24	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		1499			1448			453			444	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.22			0.11			0.04	

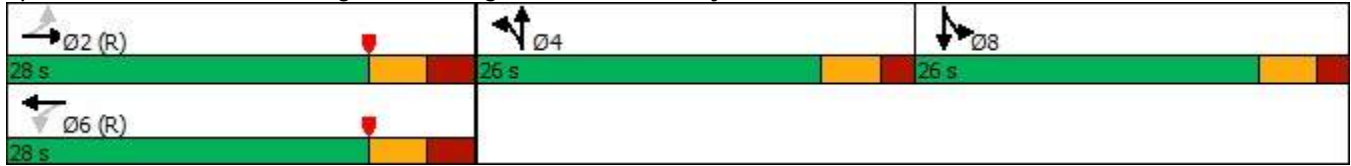
Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 75	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 6.2	Intersection LOS: A
Intersection Capacity Utilization 40.0%	ICU Level of Service A
Analysis Period (min) 15	

18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
Saturday MIDDAY

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway
Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	339	169	25	60	143	112	20	205	3	92	188	317
Future Volume (vph)	339	169	25	60	143	112	20	205	3	92	188	317
Satd. Flow (prot)	1579	3216	0	0	3452	1568	1752	3498	0	1752	1845	1568
Flt Permitted	0.950	0.978			0.985		0.636			0.565		
Satd. Flow (perm)	1579	3216	0	0	3452	1568	1173	3498	0	1042	1845	1568
Satd. Flow (RTOR)		6				115		1				327
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	181	368	0	0	209	115	21	214	0	95	194	327
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	21.1	21.1			13.3	27.0	53.9	53.9		68.5	67.5	94.7
Actuated g/C Ratio	0.18	0.18			0.11	0.22	0.45	0.45		0.57	0.56	0.79
v/c Ratio	0.65	0.65			0.55	0.26	0.04	0.14		0.15	0.19	0.25
Control Delay	56.4	49.9			55.8	7.7	20.3	18.2		14.1	14.9	0.8
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	56.4	49.9			55.8	7.7	20.3	18.2		14.1	14.9	0.8
LOS	E	D			E	A	C	B		B	B	A
Approach Delay		52.0			38.7			18.4			7.3	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)	145	145			82	0	7	43		31	68	0
Queue Length 95th (ft)	213	183			119	45	26	83		71	135	19
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	360	739			776	530	526	1572		689	1038	1370
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.50	0.50			0.27	0.22	0.04	0.14		0.14	0.19	0.24

Intersection Summary

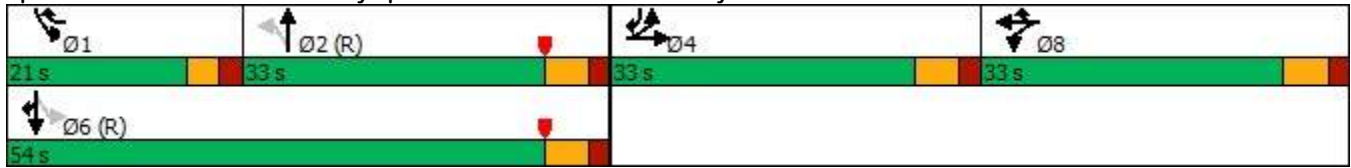
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 6 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 29.0
 Intersection Capacity Utilization 73.6%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Existing 2018
Saturday Middy

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	92	6	5	69	32	17	119	13	52	86	42
Future Volume (vph)	31	92	6	5	69	32	17	119	13	52	86	42
Satd. Flow (prot)	1736	1810	0	1752	1756	0	1787	1853	0	1752	1754	0
Flt Permitted	0.539			0.690			0.671			0.639		
Satd. Flow (perm)	985	1810	0	1273	1756	0	1262	1853	0	1179	1754	0
Satd. Flow (RTOR)								5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	103	0	5	107	0	18	139	0	55	135	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	22.0	20.1		17.5	13.9		79.8	74.9		83.6	80.4	
Actuated g/C Ratio	0.18	0.17		0.15	0.12		0.66	0.62		0.70	0.67	
v/c Ratio	0.15	0.34		0.02	0.53		0.02	0.12		0.06	0.11	
Control Delay	36.7	45.6		33.2	58.8		8.1	12.3		13.9	19.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.7	45.6		33.2	58.8		8.1	12.3		13.9	19.0	
LOS	D	D		C	E		A	B		B	B	
Approach Delay		43.4			57.6			11.8			17.5	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	20	66		3	80		4	46		20	50	
Queue Length 95th (ft)	45	125		13	133		14	92		62	144	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	263	573		276	556		941	1158		894	1175	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.18		0.02	0.19		0.02	0.12		0.06	0.11	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 29.5

Intersection LOS: C

Intersection Capacity Utilization 43.4%

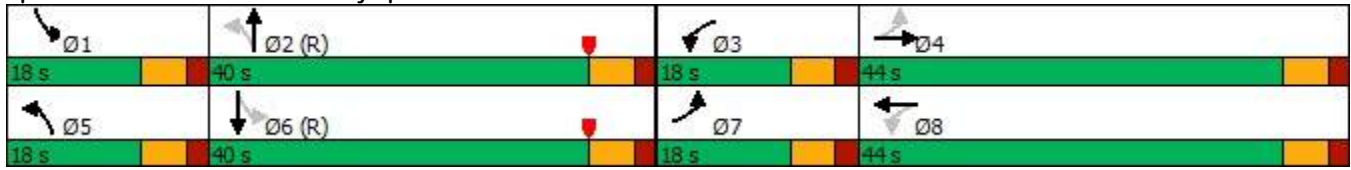
ICU Level of Service A

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

Existing 2018
Saturday Middy

Splits and Phases: 22: Rockaway Tpke & Central Ave



**23: Washington Ave & Central Ave
Timings**

**Existing 2018
Saturday Midday**



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	103	2	5	74	27	2	20	7	23	19	29
Future Volume (vph)	22	103	2	5	74	27	2	20	7	23	19	29
Satd. Flow (prot)	0	1842	0	0	1759	0	0	1758	0	0	1715	0
Flt Permitted		0.947			0.989			0.972			0.878	
Satd. Flow (perm)	0	1760	0	0	1744	0	0	1714	0	0	1531	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	155	0	0	129	0	0	35	0	0	86	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		28.5			28.5			10.1			10.1	
Actuated g/C Ratio		0.68			0.68			0.24			0.24	
v/c Ratio		0.13			0.11			0.08			0.23	
Control Delay		6.1			6.1			13.0			14.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.1			6.1			13.0			14.8	
LOS		A			A			B			B	
Approach Delay		6.1			6.1			13.0			14.8	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		19			15			6			16	
Queue Length 95th (ft)		39			33			20			38	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		1504			1491			1068			954	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.09			0.03			0.09	

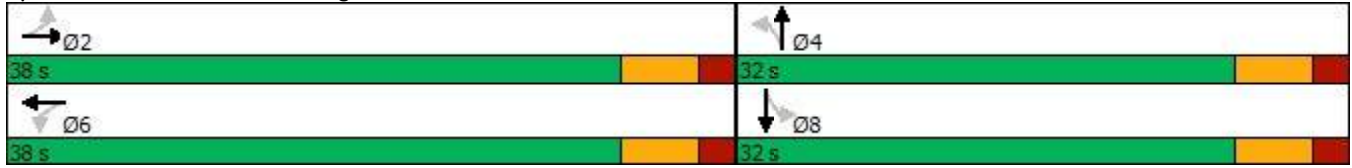
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 41.7	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.23	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 37.4%	ICU Level of Service A
Analysis Period (min) 15	

23: Washington Ave & Central Ave Timings

Existing 2018
Saturday Middy

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	136	5	4	93	11	3	1	4	0	0	0
Future Volume (vph)	12	136	5	4	93	11	3	1	4	0	0	0
Satd. Flow (prot)	0	2013	0	0	1997	0	0	1734	0	0	0	0
Flt Permitted		0.978			0.991			0.982				
Satd. Flow (perm)	0	1977	0	0	1983	0	0	1734	0	0	0	0
Satd. Flow (RTOR)					11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	116	0	0	8	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		20.0			20.0			10.0				
Actuated g/C Ratio		0.48			0.48			0.24				
v/c Ratio		0.17			0.12			0.02				
Control Delay		6.9			6.1			12.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		6.9			6.1			12.4				
LOS		A			A			B				
Approach Delay		6.9			6.1			12.4				
Approach LOS		A			A			B				
Queue Length 50th (ft)		20			12			2				
Queue Length 95th (ft)		43			31			9				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1506			1513			1073				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.11			0.08			0.01				

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 42
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.17
 Intersection Signal Delay: 6.7
 Intersection Capacity Utilization 35.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

24: Spruce St & Central Ave Timings

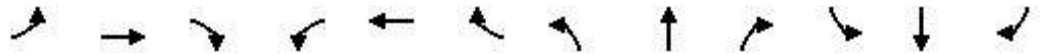
Existing 2018
Saturday Middy

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	92	11	3	75	21	13	20	11	18	34	19
Future Volume (vph)	18	92	11	3	75	21	13	20	11	18	34	19
Satd. Flow (prot)	0	2049	0	0	1987	0	0	1792	0	0	1772	0
Flt Permitted		0.951			0.992			0.873			0.894	
Satd. Flow (perm)	0	1962	0	0	1975	0	0	1586	0	0	1605	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	162	0	0	132	0	0	59	0	0	94	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		20.0			20.0			8.4			8.4	
Actuated g/C Ratio		0.50			0.50			0.21			0.21	
v/c Ratio		0.17			0.14			0.18			0.28	
Control Delay		6.4			6.2			14.6			15.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.4			6.2			14.6			15.9	
LOS		A			A			B			B	
Approach Delay		6.4			6.2			14.6			15.9	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		17			14			11			18	
Queue Length 95th (ft)		34			29			26			37	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1311			1319			1216			1231	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.12			0.10			0.05			0.08	

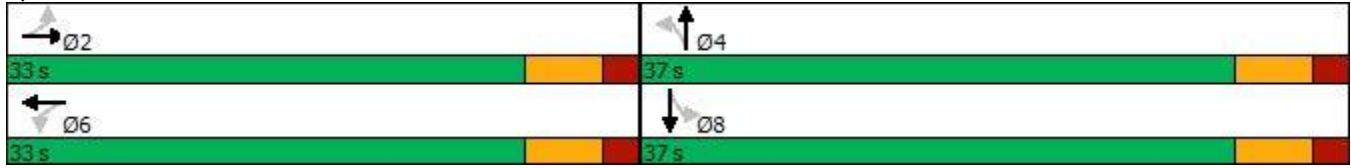
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 40.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.28	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Existing 2018
Saturday MIDDAY

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Existing 2018
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	1	101	7	1	85	6	3	5	1	12	23	18
Future Volume (vph)	1	101	7	1	85	6	3	5	1	12	23	18
Satd. Flow (prot)	0	1828	0	0	1810	0	0	1709	0	0	1741	0
Flt Permitted		0.999			0.999			0.877			0.917	
Satd. Flow (perm)	0	1826	0	0	1809	0	0	1521	0	0	1615	0
Satd. Flow (RTOR)					7							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	124	0	0	105	0	0	10	0	0	60	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		30.5			30.5			10.1			10.1	
Actuated g/C Ratio		0.70			0.70			0.23			0.23	
v/c Ratio		0.10			0.08			0.03			0.16	
Control Delay		5.7			5.4			13.1			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.7			5.4			13.1			14.7	
LOS		A			A			B			B	
Approach Delay		5.7			5.4			13.1			14.7	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		15			12			2			15	
Queue Length 95th (ft)		34			28			10			32	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1517			1504			918			975	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.08			0.07			0.01			0.06	

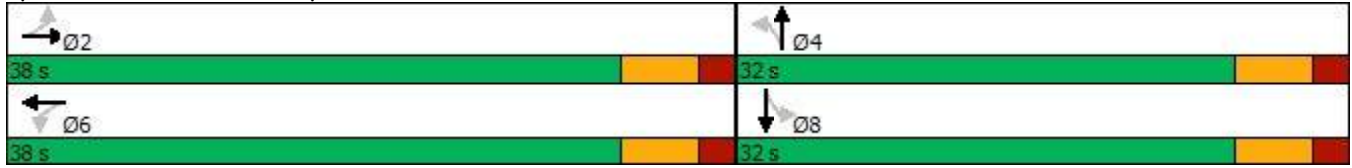
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 43.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay: 7.7	Intersection LOS: A
Intersection Capacity Utilization 35.0%	ICU Level of Service A
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

Existing 2018
Saturday Middy

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave
Timings

Existing 2018
 Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	80	17	4	60	10	14	54	0	7	70	14
Future Volume (vph)	26	80	17	4	60	10	14	54	0	7	70	14
Satd. Flow (prot)	0	2030	0	0	2069	0	0	1929	0	0	1979	0
Flt Permitted		0.948			0.991			0.899			0.963	
Satd. Flow (perm)	0	1944	0	0	2054	0	0	1752	0	0	1913	0
Satd. Flow (RTOR)		19			11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	137	0	0	82	0	0	76	0	0	102	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.3			28.3			10.0			10.0	
Actuated g/C Ratio		0.70			0.70			0.25			0.25	
v/c Ratio		0.10			0.06			0.17			0.21	
Control Delay		4.6			4.6			13.1			13.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.6			4.6			13.1			13.4	
LOS		A			A			B			B	
Approach Delay		4.6			4.6			13.1			13.4	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		12			7			14			19	
Queue Length 95th (ft)		30			20			36			45	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		1372			1447			871			950	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.06			0.09			0.11	

Intersection Summary

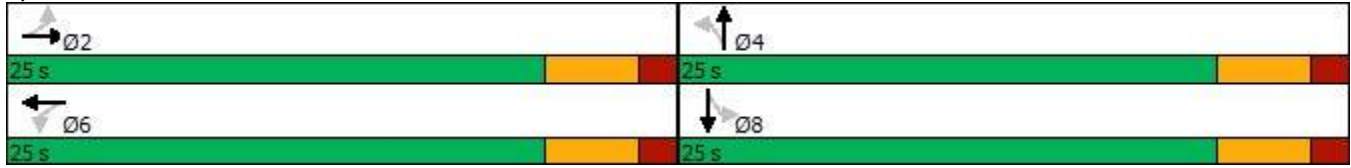
Cycle Length: 50
 Actuated Cycle Length: 40.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.21
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 30.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

28: Woodmere Blvd & Central Ave Timings

Existing 2018
Saturday Middy

Splits and Phases: 28: Woodmere Blvd & Central Ave



**6: New Prospect Ave/Prospect Ave & Broadway
HCM Unsignalized Intersection Capacity Analysis**

Existing 2018
Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	363	0	0	266	12	0	0	0	20	0	10
Future Volume (Veh/h)	13	363	0	0	266	12	0	0	0	20	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	14	390	0	0	286	13	0	0	0	22	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		423			1143							
pX, platoon unblocked				0.97			0.97	0.97	0.97	0.97	0.97	
vC, conflicting volume	299			390			722	717	390	710	710	292
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	299			353			695	691	353	684	684	292
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			100			100	100	100	94	100	99
cM capacity (veh/h)	1262			1172			339	354	673	348	355	747
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	404	299	0	33								
Volume Left	14	0	0	22								
Volume Right	0	13	0	11								
cSH	1262	1172	1700	423								
Volume to Capacity	0.01	0.00	0.00	0.08								
Queue Length 95th (ft)	1	0	0	6								
Control Delay (s)	0.4	0.0	0.0	14.2								
Lane LOS	A		A	B								
Approach Delay (s)	0.4	0.0	0.0	14.2								
Approach LOS			A	B								
Intersection Summary												
Average Delay			0.8									
Intersection Capacity Utilization			39.6%		ICU Level of Service					A		
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Saturday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Volume (veh/h)	329	12	16	272	17	20
Future Volume (Veh/h)	329	12	16	272	17	20
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	383	14	19	316	20	23
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.98		
vC, conflicting volume	397			744 390		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	397			729 390		
tC, single (s)	4.1			6.4 6.2		
tC, 2 stage (s)						
tF (s)	2.2			3.5 3.3		
p0 queue free %	98			95 97		
cM capacity (veh/h)	1151			376 658		
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	397	335	43			
Volume Left	0	19	20			
Volume Right	14	0	23			
cSH	1700	1151	488			
Volume to Capacity	0.23	0.02	0.09			
Queue Length 95th (ft)	0	1	7			
Control Delay (s)	0.0	0.6	13.1			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.6	13.1			
Approach LOS			B			
Intersection Summary						
Average Delay	1.0					
Intersection Capacity Utilization	37.4%			ICU Level of Service	A	
Analysis Period (min)	15					

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Saturday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Volume (veh/h)	264	0	0	315	0	66
Future Volume (Veh/h)	264	0	0	315	0	66
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	281	0	0	335	0	70
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked						
vC, conflicting volume			281			616 140
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			281			616 140
tC, single (s)			4.2			6.9 7.0
tC, 2 stage (s)						
tF (s)			2.2			3.6 3.4
p0 queue free %			100			100 92
cM capacity (veh/h)			1271			413 869
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	140	140	335	70		
Volume Left	0	0	0	0		
Volume Right	0	0	0	70		
cSH	1700	1700	1700	869		
Volume to Capacity	0.08	0.08	0.20	0.08		
Queue Length 95th (ft)	0	0	0	7		
Control Delay (s)	0.0	0.0	0.0	9.5		
Lane LOS				A		
Approach Delay (s)	0.0		0.0	9.5		
Approach LOS				A		
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			19.9%	ICU Level of Service	A	
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Saturday Midday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	220	56	13	272
Future Volume (Veh/h)	0	0	220	56	13	272
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	239	61	14	296
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.95					
vC, conflicting volume	594	150			300	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	545	150			300	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	444	876			1251	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	159	141	310			
Volume Left	0	0	14			
Volume Right	0	61	0			
cSH	1700	1700	1251			
Volume to Capacity	0.09	0.08	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.5			
Lane LOS			A			
Approach Delay (s)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.2%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

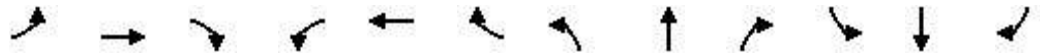
Existing 2018
 Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	17	94	8	2	84	12	0	0	0	14	5	16
Future Volume (vph)	17	94	8	2	84	12	0	0	0	14	5	16
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
Hourly flow rate (vph)	20	113	10	2	101	14	0	0	0	17	6	19
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	143	117	42									
Volume Left (vph)	20	2	17									
Volume Right (vph)	10	14	19									
Hadj (s)	0.04	0.02	-0.09									
Departure Headway (s)	4.2	4.2	4.4									
Degree Utilization, x	0.16	0.14	0.05									
Capacity (veh/h)	851	850	771									
Control Delay (s)	8.0	7.8	7.6									
Approach Delay (s)	8.0	7.8	7.6									
Approach LOS	A	A	A									
Intersection Summary												
Delay			7.9									
Level of Service			A									
Intersection Capacity Utilization			23.0%	ICU Level of Service								A
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

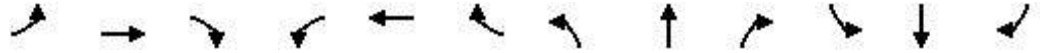
Existing 2018
 Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	2	0	1	0	14	0	0	34	0
Future Volume (vph)	0	0	0	2	0	1	0	14	0	0	34	0
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Hourly flow rate (vph)	0	0	0	2	0	1	0	15	0	0	37	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	3	15	37								
Volume Left (vph)	0	2	0	0								
Volume Right (vph)	0	1	0	0								
Hadj (s)	0.00	-0.07	0.05	0.03								
Departure Headway (s)	4.0	3.9	4.0	4.0								
Degree Utilization, x	0.00	0.00	0.02	0.04								
Capacity (veh/h)	889	896	896	904								
Control Delay (s)	7.0	7.0	7.1	7.1								
Approach Delay (s)	0.0	7.0	7.1	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.1									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

**30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
HCM Unsignalized Intersection Capacity Analysis**

Existing 2018
Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	0	0	0	0	11	6	4	25	0	10
Future Volume (vph)	2	0	0	0	0	0	11	6	4	25	0	10
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	3	0	0	0	0	0	15	8	5	33	0	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	3	0	28	46								
Volume Left (vph)	3	0	15	33								
Volume Right (vph)	0	0	5	13								
Hadj (s)	0.37	0.00	0.03	0.02								
Departure Headway (s)	4.4	4.1	4.0	4.0								
Degree Utilization, x	0.00	0.00	0.03	0.05								
Capacity (veh/h)	795	878	888	903								
Control Delay (s)	7.4	7.1	7.1	7.2								
Approach Delay (s)	7.4	0.0	7.1	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	401	9	71	451	120	10	150	90	113	116	72
Future Volume (vph)	85	401	9	71	451	120	10	150	90	113	116	72
Satd. Flow (prot)	0	1861	0	0	1825	0	0	1803	0	0	1788	0
Flt Permitted		0.818			0.897			0.982			0.674	
Satd. Flow (perm)	0	1536	0	0	1645	0	0	1774	0	0	1227	0
Satd. Flow (RTOR)		2			22						21	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	510	0	0	662	0	0	258	0	0	310	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.9			46.9			22.1			22.1	
Actuated g/C Ratio		0.59			0.59			0.28			0.28	
v/c Ratio		0.57			0.68			0.53			0.88	
Control Delay		14.6			14.1			27.7			50.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.6			14.1			27.7			50.7	
LOS		B			B			C			D	
Approach Delay		14.6			14.1			27.7			50.7	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		150			110			106			135	
Queue Length 95th (ft)		269			298			166			#251	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		901			974			588			421	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.68			0.44			0.74	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.88
 Intersection Signal Delay: 22.8
 Intersection Capacity Utilization 86.4%
 Analysis Period (min) 15

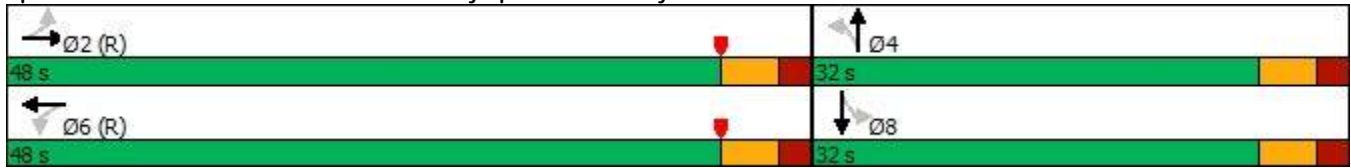
Intersection LOS: C
 ICU Level of Service E

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Existing 2018
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	600	25	38	563	59	14	61	108	67	55	65
Future Volume (vph)	52	600	25	38	563	59	14	61	108	67	55	65
Satd. Flow (prot)	0	1802	0	0	1853	0	0	1857	0	0	1956	0
Flt Permitted		0.911			0.937			0.968			0.721	
Satd. Flow (perm)	0	1648	0	0	1742	0	0	1805	0	0	1436	0
Satd. Flow (RTOR)		4										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	720	0	0	702	0	0	195	0	0	199	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.1			53.1			14.9			14.9	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.66			0.61			0.58			0.75	
Control Delay		11.9			14.6			36.0			47.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			14.6			36.0			47.4	
LOS		B			B			D			D	
Approach Delay		11.9			14.6			36.0			47.4	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		101			251			90			95	
Queue Length 95th (ft)		373			435			141			153	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1096			1157			586			466	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.61			0.33			0.43	

Intersection Summary

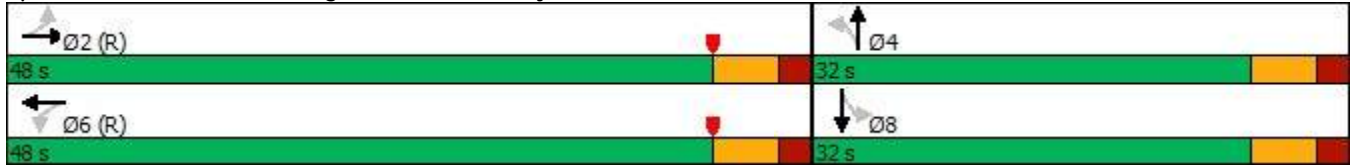
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 19.4
 Intersection Capacity Utilization 85.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

2: Washington Ave & Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	89	710	597	26	18	31
Future Volume (vph)	89	710	597	26	18	31
Satd. Flow (prot)	1668	1881	2057	0	1819	0
Flt Permitted	0.389				0.982	
Satd. Flow (perm)	683	1881	2057	0	1819	0
Satd. Flow (RTOR)			4		33	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	95	755	663	0	52	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	68.3	68.3	68.3		6.9	
Actuated g/C Ratio	0.85	0.85	0.85		0.09	
v/c Ratio	0.16	0.47	0.38		0.28	
Control Delay	3.1	3.7	1.2		21.5	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	3.1	3.7	1.3		21.5	
LOS	A	A	A		C	
Approach Delay		3.6	1.3		21.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	9	76	16		9	
Queue Length 95th (ft)	m17	107	30		41	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	582	1605	1756		658	
Starvation Cap Reductn	0	0	173		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.16	0.47	0.42		0.08	

Intersection Summary

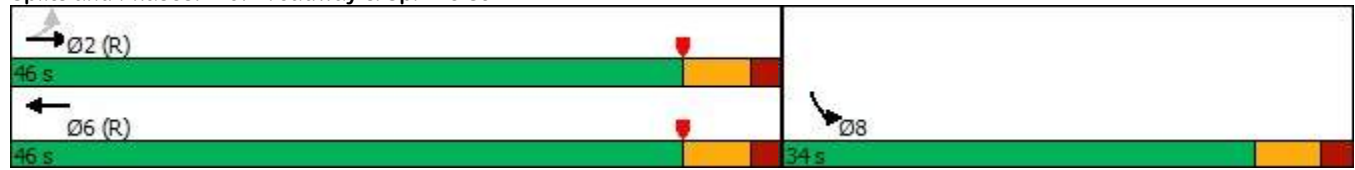
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 69.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

3: Broadway & Spruce St Timings

Existing 2018
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	64	649	11	11	529	92	9	20	13	59	39	88
Future Volume (vph)	64	649	11	11	529	92	9	20	13	59	39	88
Satd. Flow (prot)	0	1808	0	0	1842	0	0	1961	0	0	1983	0
Flt Permitted		0.904			0.988			0.906			0.878	
Satd. Flow (perm)	0	1641	0	0	1821	0	0	1796	0	0	1770	0
Satd. Flow (RTOR)		1			17			13			59	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	738	0	0	645	0	0	42	0	0	190	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		57.3			57.3			11.7			11.7	
Actuated g/C Ratio		0.72			0.72			0.15			0.15	
v/c Ratio		0.63			0.49			0.15			0.61	
Control Delay		5.4			8.0			22.5			30.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.4			8.0			22.5			30.1	
LOS		A			A			C			C	
Approach Delay		5.4			8.0			22.5			30.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		71			177			13			62	
Queue Length 95th (ft)		48			362			38			117	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1175			1308			581			604	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.49			0.07			0.31	

Intersection Summary

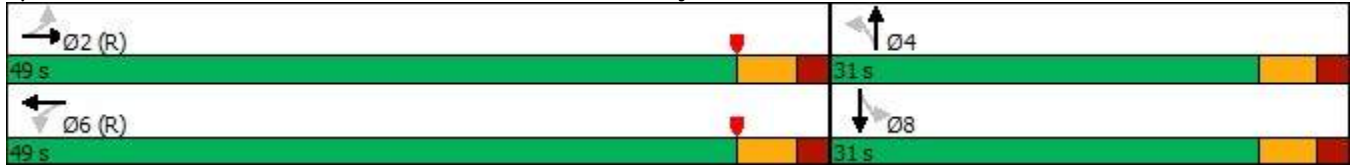
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 9.8
 Intersection Capacity Utilization 96.9%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service F

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	689	553	0	26	35
Future Volume (vph)	0	689	553	0	26	35
Satd. Flow (prot)	0	1881	1881	0	1700	0
Flt Permitted					0.979	
Satd. Flow (perm)	0	1881	1881	0	1700	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	703	564	0	63	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		63.7	63.7		9.1	
Actuated g/C Ratio		0.80	0.80		0.11	
v/c Ratio		0.47	0.38		0.33	
Control Delay		2.6	2.7		37.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		2.6	2.7		37.0	
LOS		A	A		D	
Approach Delay		2.6	2.7		37.0	
Approach LOS		A	A		D	
Queue Length 50th (ft)		32	12		30	
Queue Length 95th (ft)		80	105		64	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1498	1498		541	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.47	0.38		0.12	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.47
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 52.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

5: Broadway & Grove Ave Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	661	18	19	469	15	32
Future Volume (vph)	661	18	19	469	15	32
Satd. Flow (prot)	1874	0	0	1877	1681	0
Flt Permitted				0.967	0.985	
Satd. Flow (perm)	1874	0	0	1819	1681	0
Satd. Flow (RTOR)	3				33	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	700	0	0	504	48	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	68.3			68.3	6.9	
Actuated g/C Ratio	0.85			0.85	0.09	
v/c Ratio	0.44			0.32	0.27	
Control Delay	1.8			2.3	21.0	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.8			2.3	21.0	
LOS	A			A	C	
Approach Delay	1.8			2.3	21.0	
Approach LOS	A			A	C	
Queue Length 50th (ft)	17			49	7	
Queue Length 95th (ft)	22			72	37	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1600			1553	568	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.44			0.32	0.08	

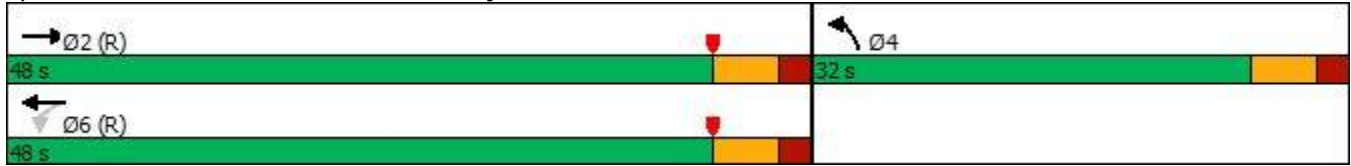
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.44
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 55.1%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

7: Meadow Dr & Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	60	495	41	28	433	73	42	49	18	57	76	63
Future Volume (vph)	60	495	41	28	433	73	42	49	18	57	76	63
Satd. Flow (prot)	0	1793	0	0	1780	0	0	1942	0	0	1953	0
Flt Permitted		0.901			0.954			0.718			0.871	
Satd. Flow (perm)	0	1624	0	0	1704	0	0	1422	0	0	1725	0
Satd. Flow (RTOR)					16						31	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	648	0	0	580	0	0	119	0	0	213	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.8			54.8			14.2			14.2	
Actuated g/C Ratio		0.68			0.68			0.18			0.18	
v/c Ratio		0.58			0.50			0.47			0.64	
Control Delay		16.3			5.7			34.9			34.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.3			5.7			34.9			34.5	
LOS		B			A			C			C	
Approach Delay		16.3			5.7			34.9			34.5	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		251			69			54			85	
Queue Length 95th (ft)		448			116			96			142	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1111			1171			453			570	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.50			0.26			0.37	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 16.3
 Intersection Capacity Utilization 71.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

8: Woodmere Blvd & Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	63	478	38	17	426	24	41	29	22	30	38	50
Future Volume (vph)	63	478	38	17	426	24	41	29	22	30	38	50
Satd. Flow (prot)	0	1917	0	0	1926	0	0	1797	0	0	1829	0
Flt Permitted		0.905			0.974			0.767			0.905	
Satd. Flow (perm)	0	1743	0	0	1880	0	0	1409	0	0	1676	0
Satd. Flow (RTOR)		7						21			49	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	0	502	0	0	99	0	0	127	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.7			62.7			10.1			10.1	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.46			0.34			0.51			0.50	
Control Delay		3.4			3.2			34.7			27.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.4			3.2			34.7			27.2	
LOS		A			A			C			C	
Approach Delay		3.4			3.2			34.7			27.2	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		8			38			37			37	
Queue Length 95th (ft)		161			80			80			83	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1367			1472			463			567	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.34			0.21			0.22	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 72.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

9: Brower Ave/Irving Pl & Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	496	15	29	413	37	17	76	57	41	68	97
Future Volume (vph)	70	496	15	29	413	37	17	76	57	41	68	97
Satd. Flow (prot)	0	2049	0	0	2042	0	0	1792	0	0	1762	0
Flt Permitted		0.890			0.947			0.922			0.866	
Satd. Flow (perm)	0	1834	0	0	1940	0	0	1662	0	0	1542	0
Satd. Flow (RTOR)											59	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	612	0	0	505	0	0	158	0	0	217	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.4			54.4			13.6			13.6	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.49			0.38			0.56			0.70	
Control Delay		11.5			7.3			37.2			34.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.5			7.3			37.2			34.1	
LOS		B			A			D			C	
Approach Delay		11.5			7.3			37.2			34.1	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		166			92			73			75	
Queue Length 95th (ft)		261			187			120			134	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1247			1319			540			540	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.38			0.29			0.40	

Intersection Summary

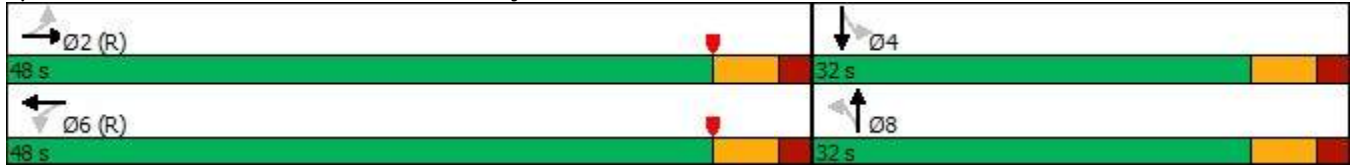
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 16.1
 Intersection Capacity Utilization 79.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

10: Franklin Ave & Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Existing 2018

Timings

Sunday Midday



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	111	464	32	36	432	1	4	61	83	17	35	13
Future Volume (vph)	111	464	32	36	432	1	4	61	83	17	35	13
Satd. Flow (prot)	0	3514	0	0	3525	0	0	1768	1507	0	1987	0
Flt Permitted		0.455			0.830						0.923	
Satd. Flow (perm)	0	1613	0	0	2938	0	0	1773	1507	0	1858	0
Satd. Flow (RTOR)		5							89		7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	652	0	0	505	0	0	70	89	0	70	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		28.9			28.9			30.5	36.5		20.2	
Actuated g/C Ratio		0.33			0.33			0.34	0.41		0.23	
v/c Ratio		0.57			0.53			0.12	0.13		0.16	
Control Delay		26.3			5.1			6.6	1.6		29.4	
Queue Delay		0.0			0.1			0.4	0.9		0.0	
Total Delay		26.3			5.2			7.0	2.5		29.5	
LOS		C			A			A	A		C	
Approach Delay		26.3			5.2			4.5			29.5	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)		154			9			6	2		28	
Queue Length 95th (ft)		215			12			m21	m4		74	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2445			1340			608	693		429	
Starvation Cap Reductn		0			122			299	429		0	
Spillback Cap Reductn		268			0			0	0		29	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.30			0.41			0.23	0.34		0.17	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 55.3%

ICU Level of Service B

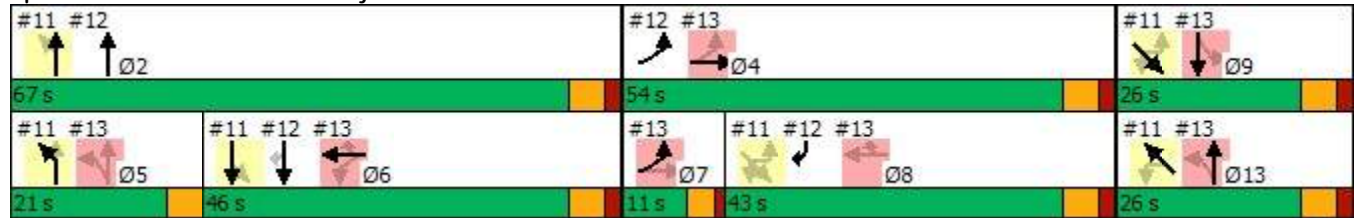
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Existing 2018
Sunday MIDDAY

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	306	0	0	476	476	431				
Future Volume (vph)	306	0	0	476	476	431				
Satd. Flow (prot)	3351	0	0	3574	3080	1407				
Flt Permitted	0.950									
Satd. Flow (perm)	3351	0	0	3574	3080	1407				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						35%				
Lane Group Flow (vph)	326	0	0	506	667	298				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	21.4			28.9	28.9	39.1				
Actuated g/C Ratio	0.24			0.33	0.33	0.44				
v/c Ratio	0.40			0.43	0.67	0.48				
Control Delay	8.7			5.1	29.0	12.0				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	8.7			5.1	29.0	12.0				
LOS	A			A	C	B				
Approach Delay	8.7			5.1	23.8					
Approach LOS	A			A	C					
Queue Length 50th (ft)	14			14	172	74				
Queue Length 95th (ft)	21			20	243	118				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1834			2485	1404	1051				
Starvation Cap Reductn	150			228	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.19			0.22	0.48	0.28				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 15.8

Intersection LOS: B

Intersection Capacity Utilization 36.5%

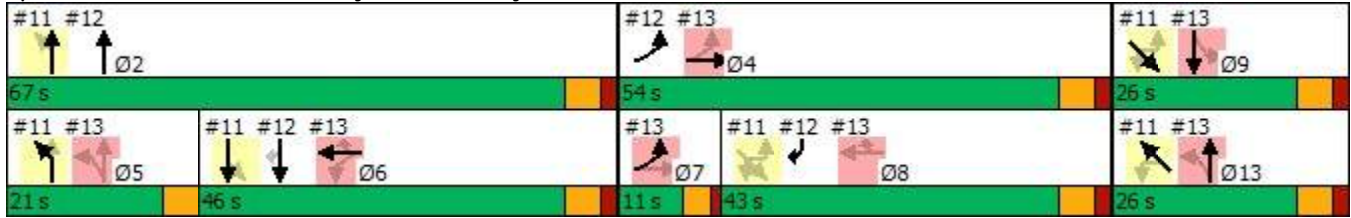
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	171	294	58	2	369	65	39	106	0	17	88	124
Future Volume (vph)	171	294	58	2	369	65	39	106	0	17	88	124
Satd. Flow (prot)	1787	3485	0	0	3336	1492	0	1875	0	0	1754	0
Flt Permitted	0.529				0.862			0.000			0.971	
Satd. Flow (perm)	995	3485	0	0	2876	1492	0	0	0	0	1710	0
Satd. Flow (RTOR)		17				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	173	356	0	0	375	66	0	146	0	0	231	0
Turn Type	pm+pt	NA		Perm	NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7		6	6 8	6 8	13 5	5		9		
Detector Phase	7	4		6	6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0		16.0	16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		Min	Min			None		None	None	
Act Effct Green (s)	23.4	21.4			39.1	39.1		20.2			20.2	
Actuated g/C Ratio	0.26	0.24			0.44	0.44		0.23			0.23	
v/c Ratio	0.53	0.42			0.30	0.09		0.34			0.59	
Control Delay	35.3	29.8			1.9	0.3		46.3			40.1	
Queue Delay	0.0	0.0			0.1	0.0		9.2			0.0	
Total Delay	35.3	29.8			2.0	0.3		55.5			40.1	
LOS	D	C			A	A		E			D	
Approach Delay		31.6			1.8			55.5			40.1	
Approach LOS		C			A			E			D	
Queue Length 50th (ft)	78	83			4	0		70			114	
Queue Length 95th (ft)	155	142			6	0		133			#238	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	325	1914			1618	1307		427			389	
Starvation Cap Reductn	0	0			397	402		242			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.53	0.19			0.31	0.07		0.79			0.59	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88.6

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 25.9

Intersection LOS: C

Intersection Capacity Utilization 53.3%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

Existing 2018
Sunday MIDDAY

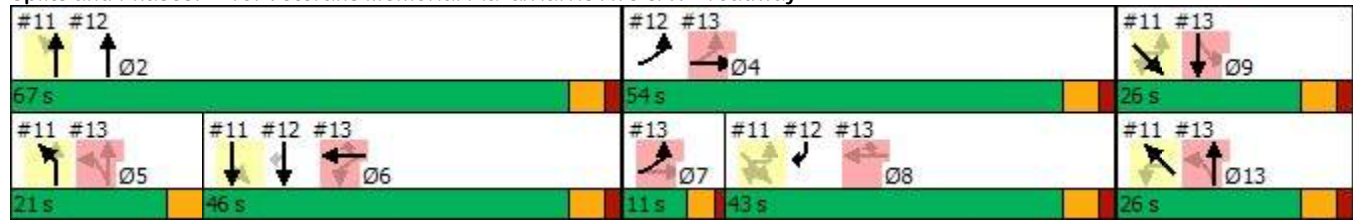
Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Existing 2018
Sunday MIDDAY

Queue shown is maximum after two cycles.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	49	450	52	37	426	58	54	181	35	43	198	36
Future Volume (vph)	49	450	52	37	426	58	54	181	35	43	198	36
Satd. Flow (prot)	0	1973	0	0	1969	0	1685	1793	0	1668	1777	0
Flt Permitted		0.915			0.933		0.438			0.482		
Satd. Flow (perm)	0	1812	0	0	1844	0	777	1793	0	846	1777	0
Satd. Flow (RTOR)		10			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	606	0	0	573	0	59	237	0	47	258	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		51.1			51.1		16.9	16.9		16.9	16.9	
Actuated g/C Ratio		0.64			0.64		0.21	0.21		0.21	0.21	
v/c Ratio		0.52			0.48		0.36	0.63		0.26	0.69	
Control Delay		6.7			10.0		31.7	35.6		28.3	38.4	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		6.7			10.0		31.7	35.6		28.3	38.4	
LOS		A			B		C	D		C	D	
Approach Delay		6.7			10.0			34.8			36.8	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)		153			129		25	108		20	120	
Queue Length 95th (ft)		215			251		55	163		45	178	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1161			1183		252	582		274	577	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.52			0.48		0.23	0.41		0.17	0.45	

Intersection Summary

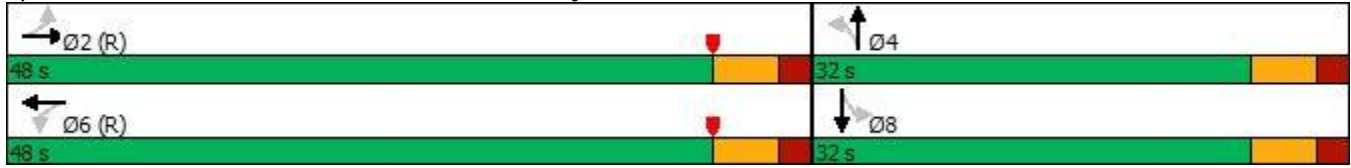
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 17.6
 Intersection Capacity Utilization 73.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	565	37	79	508	15	48	18	48	3	7	14
Future Volume (vph)	13	565	37	79	508	15	48	18	48	3	7	14
Satd. Flow (prot)	0	1864	0	0	1862	0	0	1737	0	0	1738	0
Flt Permitted		0.983			0.838			0.850			0.966	
Satd. Flow (perm)	0	1834	0	0	1572	0	0	1508	0	0	1689	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	699	0	0	684	0	0	130	0	0	27	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		59.8			59.8			12.2			12.2	
Actuated g/C Ratio		0.75			0.75			0.15			0.15	
v/c Ratio		0.51			0.58			0.57			0.11	
Control Delay		3.7			10.0			40.4			28.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.7			10.0			40.4			28.2	
LOS		A			A			D			C	
Approach Delay		3.7			10.0			40.4			28.2	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		57			211			61			12	
Queue Length 95th (ft)		98			379			105			31	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1370			1174			480			538	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.58			0.27			0.05	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.58

Intersection Signal Delay: 10.0

Intersection LOS: B

Intersection Capacity Utilization 93.3%

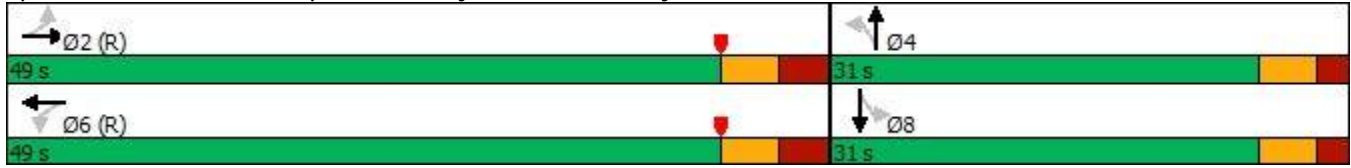
ICU Level of Service F

Analysis Period (min) 15

15: Prospect Ave/Derby Ave & W Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	541	67	84	448	14	66	102	65	8	108	24
Future Volume (vph)	11	541	67	84	448	14	66	102	65	8	108	24
Satd. Flow (prot)	0	1913	0	0	1923	0	0	1784	0	0	1851	0
Flt Permitted		0.989			0.824			0.847			0.977	
Satd. Flow (perm)	0	1894	0	0	1597	0	0	1533	0	0	1814	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	673	0	0	593	0	0	254	0	0	152	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		50.0			50.0			18.0			18.0	
Actuated g/C Ratio		0.62			0.62			0.22			0.22	
v/c Ratio		0.57			0.59			0.74			0.37	
Control Delay		9.5			9.3			41.0			27.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.5			9.3			41.0			27.5	
LOS		A			A			D			C	
Approach Delay		9.5			9.3			41.0			27.5	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		163			67			118			64	
Queue Length 95th (ft)		135			260			178			104	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1182			997			479			566	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.59			0.53			0.27	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 11 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 102.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service G

17: Cedarhurst Ave & W Broadway Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	532	37	67	443	10	87	74	105	30	19	8
Future Volume (vph)	23	532	37	67	443	10	87	74	105	30	19	8
Satd. Flow (prot)	0	1862	0	0	1864	0	0	1753	0	0	1817	0
Flt Permitted		0.969			0.862			0.984			0.974	
Satd. Flow (perm)	0	1808	0	0	1617	0	0	1753	0	0	1817	0
Satd. Flow (RTOR)		4			1			40			8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	623	0	0	548	0	0	281	0	0	60	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		43.4			43.4			15.9			7.8	
Actuated g/C Ratio		0.54			0.54			0.20			0.10	
v/c Ratio		0.63			0.62			0.74			0.33	
Control Delay		20.6			17.4			37.4			34.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.6			17.4			37.4			34.1	
LOS		C			B			D			C	
Approach Delay		20.6			17.4			37.4			34.1	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		234			261			113			25	
Queue Length 95th (ft)		#479			#284			183			58	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		982			877			478			471	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.62			0.59			0.13	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 23.1

Intersection LOS: C

Intersection Capacity Utilization 78.4%

ICU Level of Service D

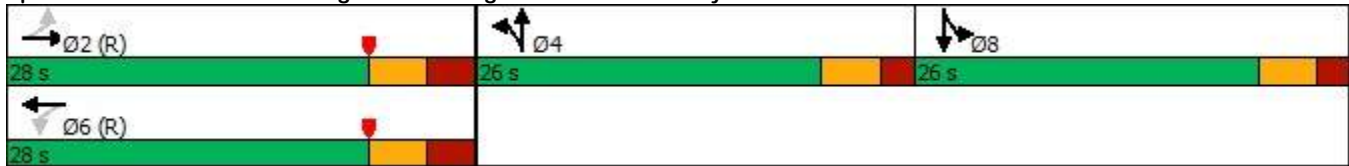
Analysis Period (min) 15

18: Washington Ave/Arlington Rd & W Broadway Timings

Existing 2018
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway
Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	255	56	120	236	200	35	451	5	192	496	352
Future Volume (vph)	387	255	56	120	236	200	35	451	5	192	496	352
Satd. Flow (prot)	1610	3276	0	0	3513	1599	1787	3567	0	1787	1881	1599
Flt Permitted	0.950	0.984			0.983		0.475			0.361		
Satd. Flow (perm)	1610	3276	0	0	3513	1599	894	3567	0	679	1881	1599
Satd. Flow (RTOR)		11				87		1				267
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	239	481	0	0	367	206	36	470	0	198	511	363
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	24.4	24.4			18.1	36.5	41.1	41.1		60.5	59.5	89.9
Actuated g/C Ratio	0.20	0.20			0.15	0.30	0.34	0.34		0.50	0.50	0.75
v/c Ratio	0.73	0.71			0.69	0.38	0.12	0.38		0.43	0.55	0.29
Control Delay	57.8	49.3			55.1	18.9	33.7	33.8		21.5	25.5	2.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.8	49.3			55.1	18.9	33.7	33.8		21.5	25.5	2.1
LOS	E	D			E	B	C	C		C	C	A
Approach Delay		52.2			42.1			33.8			16.8	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	190	186			144	70	21	149		84	269	17
Queue Length 95th (ft)	283	242			187	119	m46	234		151	428	50
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	370	761			790	581	306	1223		495	932	1300
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.65	0.63			0.46	0.35	0.12	0.38		0.40	0.55	0.28

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 6 (5%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 33.7
 Intersection Capacity Utilization 86.2%
 Analysis Period (min) 15






Intersection LOS: C
 ICU Level of Service E

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Existing 2018
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway

 Ø1	 Ø2 (R)	 Ø4	 Ø8
21s	33s	33s	33s
 Ø6 (R)			
54s			

**22: Rockaway Tpke & Central Ave
Timings**

**Existing 2018
Sunday Midday**



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	126	285	38	39	214	125	38	335	55	162	225	186
Future Volume (vph)	126	285	38	39	214	125	38	335	55	162	225	186
Satd. Flow (prot)	1787	1847	0	1787	1778	0	1805	1860	0	1787	1753	0
Flt Permitted	0.239			0.413			0.410			0.297		
Satd. Flow (perm)	450	1847	0	777	1778	0	779	1860	0	559	1753	0
Satd. Flow (RTOR)								7				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	129	330	0	40	346	0	39	398	0	165	420	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	44.7	35.5		36.5	29.4		51.8	44.8		61.0	53.5	
Actuated g/C Ratio	0.37	0.30		0.30	0.24		0.43	0.37		0.51	0.45	
v/c Ratio	0.45	0.60		0.14	0.80		0.10	0.57		0.42	0.54	
Control Delay	27.8	41.1		21.8	55.6		18.4	35.8		28.1	40.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.8	41.1		21.8	55.6		18.4	35.8		28.1	40.4	
LOS	C	D		C	E		B	D		C	D	
Approach Delay		37.4			52.1			34.2			36.9	
Approach LOS		D			D			C			D	
Queue Length 50th (ft)	64	223		19	252		15	244		94	284	
Queue Length 95th (ft)	95	297		37	332		39	395		171	411	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	302	594		369	563		471	699		411	781	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.43	0.56		0.11	0.61		0.08	0.57		0.40	0.54	

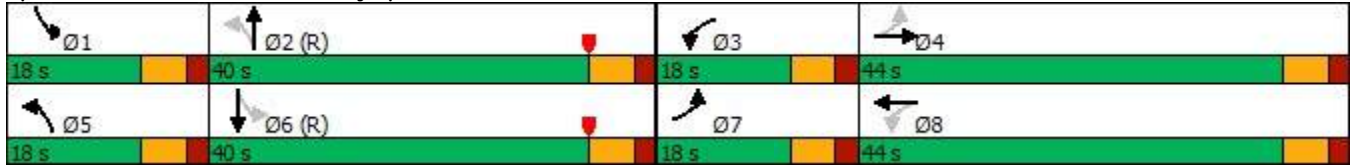
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 39.5
 Intersection LOS: D
 Intersection Capacity Utilization 75.8%
 ICU Level of Service D
 Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 22: Rockaway Tpke & Central Ave



**23: Washington Ave & Central Ave
Timings**

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	358	43	34	272	72	37	82	55	91	125	142
Future Volume (vph)	87	358	43	34	272	72	37	82	55	91	125	142
Satd. Flow (prot)	0	1842	0	0	1823	0	0	1780	0	0	1776	0
Flt Permitted		0.868			0.926			0.878			0.870	
Satd. Flow (perm)	0	1613	0	0	1697	0	0	1581	0	0	1565	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	514	0	0	398	0	0	183	0	0	377	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		24.6			24.6			18.7			18.7	
Actuated g/C Ratio		0.44			0.44			0.34			0.34	
v/c Ratio		0.72			0.53			0.35			0.72	
Control Delay		20.6			15.3			16.6			25.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		20.6			15.3			16.6			25.5	
LOS		C			B			B			C	
Approach Delay		20.6			15.3			16.6			25.5	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		130			90			41			98	
Queue Length 95th (ft)		277			191			101			221	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		958			1008			763			755	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.39			0.24			0.50	

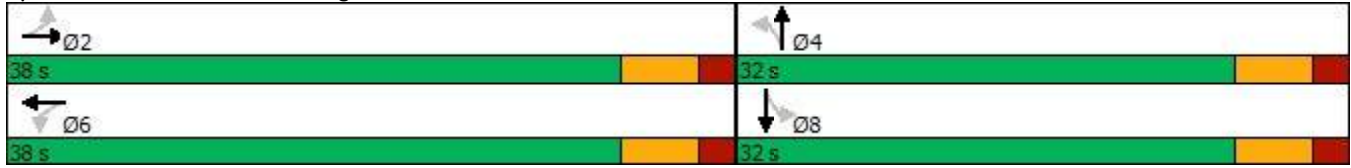
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 55.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 19.9	Intersection LOS: B
Intersection Capacity Utilization 83.5%	ICU Level of Service E
Analysis Period (min) 15	

23: Washington Ave & Central Ave Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave
Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	364	27	19	376	80	28	47	31	0	0	0
Future Volume (vph)	108	364	27	19	376	80	28	47	31	0	0	0
Satd. Flow (prot)	0	2032	0	0	2018	0	0	1922	0	0	0	0
Flt Permitted		0.814			0.971			0.987				
Satd. Flow (perm)	0	1673	0	0	1963	0	0	1922	0	0	0	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	531	0	0	505	0	0	113	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		22.3			22.3			10.6				
Actuated g/C Ratio		0.50			0.50			0.24				
v/c Ratio		0.64			0.51			0.25				
Control Delay		12.5			9.5			16.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.5			9.5			16.9				
LOS		B			A			B				
Approach Delay		12.5			9.5			16.9				
Approach LOS		B			A			B				
Queue Length 50th (ft)		87			72			22				
Queue Length 95th (ft)		174			141			66				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1200			1414			1120				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.44			0.36			0.10				

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 45	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.64	
Intersection Signal Delay: 11.6	Intersection LOS: B
Intersection Capacity Utilization 75.8%	ICU Level of Service D
Analysis Period (min) 15	

24: Spruce St & Central Ave Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	239	41	35	285	99	57	114	50	77	116	153
Future Volume (vph)	83	239	41	35	285	99	57	114	50	77	116	153
Satd. Flow (prot)	0	2077	0	0	2056	0	0	1801	0	0	1766	0
Flt Permitted		0.817			0.941			0.829			0.876	
Satd. Flow (perm)	0	1716	0	0	1942	0	0	1513	0	0	1565	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	395	0	0	456	0	0	240	0	0	376	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.8			21.8			17.6			17.6	
Actuated g/C Ratio		0.42			0.42			0.34			0.34	
v/c Ratio		0.55			0.56			0.47			0.71	
Control Delay		16.3			16.0			16.4			22.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.3			16.0			16.4			22.6	
LOS		B			B			B			C	
Approach Delay		16.3			16.0			16.4			22.6	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		81			94			52			89	
Queue Length 95th (ft)		204			229			118			194	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		919			1040			931			963	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.43			0.44			0.26			0.39	

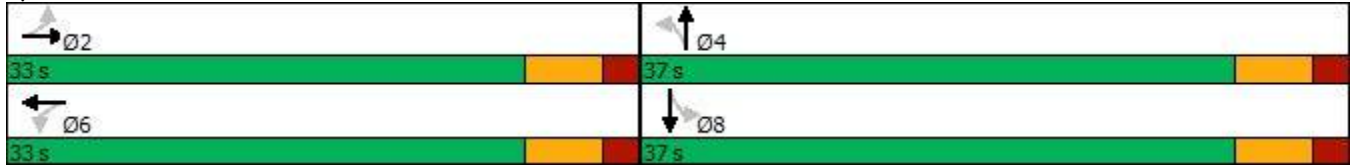
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 51.7	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 17.8	Intersection LOS: B
Intersection Capacity Utilization 74.3%	ICU Level of Service D
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	218	13	5	211	20	20	40	3	33	57	84
Future Volume (vph)	30	218	13	5	211	20	20	40	3	33	57	84
Satd. Flow (prot)	0	1857	0	0	1857	0	0	1840	0	0	1743	0
Flt Permitted		0.945			0.993			0.850			0.924	
Satd. Flow (perm)	0	1765	0	0	1846	0	0	1589	0	0	1625	0
Satd. Flow (RTOR)					9							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	280	0	0	254	0	0	68	0	0	186	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		22.5			22.5			11.6			11.6	
Actuated g/C Ratio		0.49			0.49			0.25			0.25	
v/c Ratio		0.33			0.28			0.17			0.46	
Control Delay		9.2			8.5			13.3			17.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			8.5			13.3			17.6	
LOS		A			A			B			B	
Approach Delay		9.2			8.5			13.3			17.6	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		39			33			13			38	
Queue Length 95th (ft)		91			79			34			79	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1246			1305			902			922	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.22			0.19			0.08			0.20	

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 46.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.46	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 49.9%	ICU Level of Service A
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

Existing 2018
Sunday MIDDAY

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave Timings

Existing 2018
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	151	40	11	114	33	32	156	8	24	154	69
Future Volume (vph)	50	151	40	11	114	33	32	156	8	24	154	69
Satd. Flow (prot)	0	2064	0	0	2087	0	0	1981	0	0	2001	0
Flt Permitted		0.918			0.977			0.925			0.951	
Satd. Flow (perm)	0	1914	0	0	2045	0	0	1847	0	0	1912	0
Satd. Flow (RTOR)		24			32							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	249	0	0	163	0	0	202	0	0	255	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		21.3			21.3			11.4			11.4	
Actuated g/C Ratio		0.50			0.50			0.27			0.27	
v/c Ratio		0.26			0.16			0.41			0.50	
Control Delay		7.0			5.8			15.1			16.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.0			5.8			15.1			16.5	
LOS		A			A			B			B	
Approach Delay		7.0			5.8			15.1			16.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		26			14			38			49	
Queue Length 95th (ft)		68			43			77			96	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		965			1034			867			897	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.16			0.23			0.28	

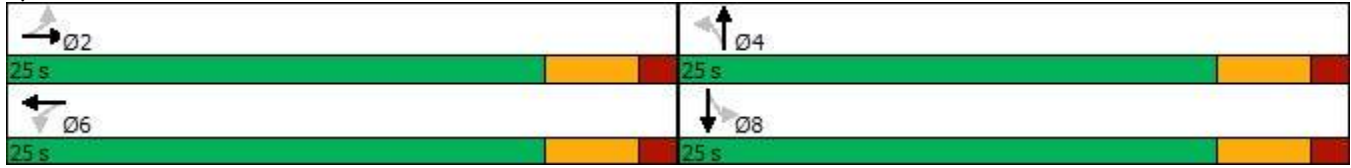
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 42.8	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.50	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 51.5%	ICU Level of Service A
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

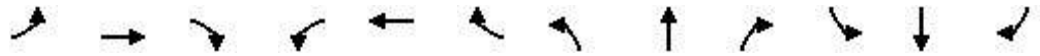
Existing 2018
Sunday MIDDAY

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Sunday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	679	0	0	501	13	0	0	0	25	0	55
Future Volume (Veh/h)	37	679	0	0	501	13	0	0	0	25	0	55
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	38	700	0	0	516	13	0	0	0	26	0	57
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		423			1143							
pX, platoon unblocked				0.84			0.84	0.84	0.84	0.84	0.84	
vC, conflicting volume	529			700			1356	1305	700	1298	1298	522
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	529			547			1328	1268	547	1260	1260	522
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			100			100	100	100	78	100	90
cM capacity (veh/h)	1043			862			98	138	454	121	138	556
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	738	529	0	83								
Volume Left	38	0	0	26								
Volume Right	0	13	0	57								
cSH	1043	862	1700	261								
Volume to Capacity	0.04	0.00	0.00	0.32								
Queue Length 95th (ft)	3	0	0	33								
Control Delay (s)	0.9	0.0	0.0	25.1								
Lane LOS	A		A	D								
Approach Delay (s)	0.9	0.0	0.0	25.1								
Approach LOS			A	D								
Intersection Summary												
Average Delay			2.1									
Intersection Capacity Utilization			77.4%		ICU Level of Service					D		
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Sunday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	589	47	74	549	62	91
Future Volume (Veh/h)	589	47	74	549	62	91
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	640	51	80	597	67	99
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked					0.84	
vC, conflicting volume				691	1422	666
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				691	1408	666
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				91	44	79
cM capacity (veh/h)				908	119	463
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	691	677	166			
Volume Left	0	80	67			
Volume Right	51	0	99			
cSH	1700	908	214			
Volume to Capacity	0.41	0.09	0.78			
Queue Length 95th (ft)	0	7	136			
Control Delay (s)	0.0	2.2	63.4			
Lane LOS		A	F			
Approach Delay (s)	0.0	2.2	63.4			
Approach LOS			F			
Intersection Summary						
Average Delay				7.8		
Intersection Capacity Utilization				85.9%	ICU Level of Service	E
Analysis Period (min)				15		

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Sunday MIDDAY



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↗
Traffic Volume (veh/h)	452	0	0	556	0	147
Future Volume (Veh/h)	452	0	0	556	0	147
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	471	0	0	579	0	153
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.84	
vC, conflicting volume			471	1050		236
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			471	966		236
tC, single (s)			4.1	6.8		6.9
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	100		80
cM capacity (veh/h)			1094	216		772
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	236	236	579	153		
Volume Left	0	0	0	0		
Volume Right	0	0	0	153		
cSH	1700	1700	1700	772		
Volume to Capacity	0.14	0.14	0.34	0.20		
Queue Length 95th (ft)	0	0	0	18		
Control Delay (s)	0.0	0.0	0.0	10.8		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	10.8		
Approach LOS				B		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			32.6%	ICU Level of Service		A
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

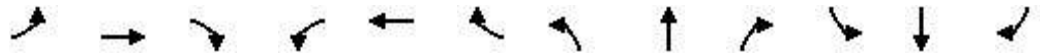
Existing 2018
 Sunday Midday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	515	137	11	663
Future Volume (Veh/h)	0	0	515	137	11	663
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	554	147	12	713
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	162					
pX, platoon unblocked	0.81					
vC, conflicting volume	1364	350	701			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1332	350	701			
tC, single (s)	6.8	6.9	4.1			
tC, 2 stage (s)						
tF (s)	3.5	3.3	2.2			
p0 queue free %	100	100	99			
cM capacity (veh/h)	118	652	899			
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	369	332	725			
Volume Left	0	0	12			
Volume Right	0	147	0			
cSH	1700	1700	899			
Volume to Capacity	0.22	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.4			
Lane LOS	A					
Approach Delay (s)	0.0		0.4			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			47.0%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

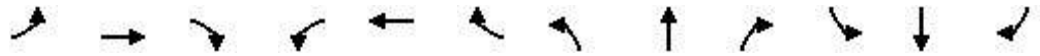
Existing 2018
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕						↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	75	212	33	17	267	26	0	0	0	49	27	52
Future Volume (vph)	75	212	33	17	267	26	0	0	0	49	27	52
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	84	238	37	19	300	29	0	0	0	55	30	58
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	359	348	143									
Volume Left (vph)	84	19	55									
Volume Right (vph)	37	29	58									
Hadj (s)	0.00	-0.02	-0.17									
Departure Headway (s)	4.7	4.7	5.4									
Degree Utilization, x	0.47	0.46	0.21									
Capacity (veh/h)	729	734	594									
Control Delay (s)	11.9	11.6	9.8									
Approach Delay (s)	11.9	11.6	9.8									
Approach LOS	B	B	A									
Intersection Summary												
Delay			11.4									
Level of Service			B									
Intersection Capacity Utilization			51.2%	ICU Level of Service								A
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

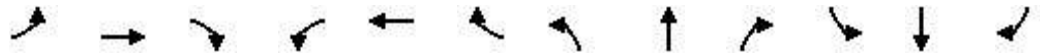
Existing 2018
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	1	0	3	0	24	0	0	53	0
Future Volume (vph)	0	0	0	1	0	3	0	24	0	0	53	0
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Hourly flow rate (vph)	0	0	0	1	0	4	0	29	0	0	63	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	5	29	63								
Volume Left (vph)	0	1	0	0								
Volume Right (vph)	0	4	0	0								
Hadj (s)	0.00	-0.44	0.03	0.00								
Departure Headway (s)	4.1	3.7	4.0	3.9								
Degree Utilization, x	0.00	0.01	0.03	0.07								
Capacity (veh/h)	869	957	883	907								
Control Delay (s)	7.1	6.7	7.1	7.2								
Approach Delay (s)	0.0	6.7	7.1	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			13.3%		ICU Level of Service					A		
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

Existing 2018
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	0	0	0	0	0	30	7	8	26	0	9
Future Volume (vph)	3	0	0	0	0	0	30	7	8	26	0	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	0	0	0	0	0	34	8	9	29	0	10
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	3	0	51	39								
Volume Left (vph)	3	0	34	29								
Volume Right (vph)	0	0	9	10								
Hadj (s)	0.34	0.00	0.04	0.01								
Departure Headway (s)	4.4	4.1	4.0	4.0								
Degree Utilization, x	0.00	0.00	0.06	0.04								
Capacity (veh/h)	792	870	888	900								
Control Delay (s)	7.4	7.1	7.2	7.1								
Approach Delay (s)	7.4	0.0	7.2	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	357	6	79	369	126	8	189	108	69	100	62
Future Volume (vph)	87	357	6	79	369	126	8	189	108	69	100	62
Satd. Flow (prot)	0	1722	0	0	1649	0	0	1737	0	0	1670	0
Flt Permitted		0.805			0.876			0.989			0.630	
Satd. Flow (perm)	0	1400	0	0	1454	0	0	1720	0	0	1068	0
Satd. Flow (RTOR)		1			27						25	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	484	0	0	617	0	0	328	0	0	249	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		48.8			48.8			20.2			20.2	
Actuated g/C Ratio		0.61			0.61			0.25			0.25	
v/c Ratio		0.57			0.69			0.76			0.86	
Control Delay		13.9			16.8			38.5			52.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.9			16.8			38.5			52.7	
LOS		B			B			D			D	
Approach Delay		13.9			16.8			38.5			52.7	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		131			159			151			107	
Queue Length 95th (ft)		268			#267			217			#198	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		853			896			569			370	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.69			0.58			0.67	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 25.5
 Intersection Capacity Utilization 82.0%
 Analysis Period (min) 15

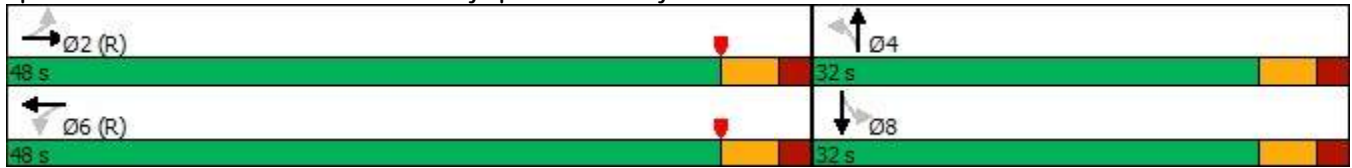
Intersection LOS: C
 ICU Level of Service E

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	586	17	52	594	59	28	70	136	50	47	42
Future Volume (vph)	18	586	17	52	594	59	28	70	136	50	47	42
Satd. Flow (prot)	0	1708	0	0	1701	0	0	1750	0	0	1893	0
Flt Permitted		0.973			0.920			0.949			0.696	
Satd. Flow (perm)	0	1663	0	0	1572	0	0	1671	0	0	1341	0
Satd. Flow (RTOR)		3										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	647	0	0	734	0	0	244	0	0	145	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		51.1			51.1			16.9			16.9	
Actuated g/C Ratio		0.64			0.64			0.21			0.21	
v/c Ratio		0.61			0.73			0.69			0.51	
Control Delay		12.2			18.4			39.1			33.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			18.4			39.1			33.4	
LOS		B			B			D			C	
Approach Delay		12.2			18.4			39.1			33.4	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)		87			399			113			65	
Queue Length 95th (ft)		385			#542			171			109	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1063			1004			543			435	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.73			0.45			0.33	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 37 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 20.2
 Intersection Capacity Utilization 86.6%
 Analysis Period (min) 15

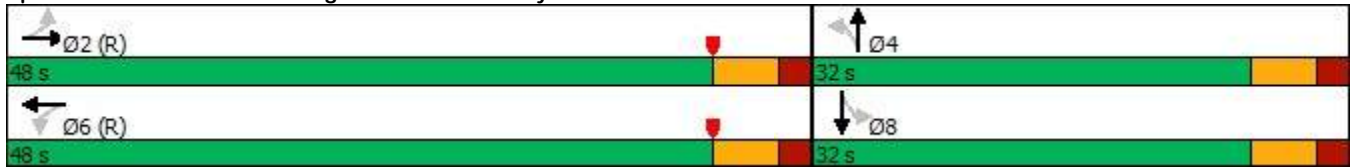
Intersection LOS: C
 ICU Level of Service E

2: Washington Ave & Broadway Timings

No Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	67	724	701	41	26	17
Future Volume (vph)	67	724	701	41	26	17
Satd. Flow (prot)	1574	1776	1870	0	1742	0
Flt Permitted	0.314				0.971	
Satd. Flow (perm)	520	1776	1870	0	1742	0
Satd. Flow (RTOR)			5		19	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	11%	11%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	796	815	0	48	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	68.0	68.0	68.0		7.2	
Actuated g/C Ratio	0.85	0.85	0.85		0.09	
v/c Ratio	0.17	0.53	0.51		0.28	
Control Delay	2.2	4.0	2.6		27.1	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	2.2	4.0	2.7		27.1	
LOS	A	A	A		C	
Approach Delay		3.9	2.7		27.1	
Approach LOS		A	A		C	
Queue Length 50th (ft)	3	160	44		14	
Queue Length 95th (ft)	m7	169	119		44	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	442	1509	1589		622	
Starvation Cap Reductn	0	0	105		0	
Spillback Cap Reductn	0	41	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.17	0.54	0.55		0.08	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 4.0
 Intersection Capacity Utilization 70.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

3: Broadway & Spruce St Timings

No Build 2022
AM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway
Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	700	16	19	681	52	24	31	9	37	35	42
Future Volume (vph)	46	700	16	19	681	52	24	31	9	37	35	42
Satd. Flow (prot)	0	1690	0	0	1710	0	0	1751	0	0	1954	0
Flt Permitted		0.919			0.973			0.811			0.894	
Satd. Flow (perm)	0	1558	0	0	1666	0	0	1446	0	0	1776	0
Satd. Flow (RTOR)		2			7			10			38	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	10%	10%	10%	15%	15%	15%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	838	0	0	826	0	0	70	0	0	125	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.8			62.8			10.0			10.0	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.69			0.63			0.37			0.49	
Control Delay		7.6			9.3			33.3			29.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.6			9.3			33.3			29.1	
LOS		A			A			C			C	
Approach Delay		7.6			9.3			33.3			29.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		65			366			28			41	
Queue Length 95th (ft)		123			470			63			87	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1223			1308			467			591	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.69			0.63			0.15			0.21	

Intersection Summary

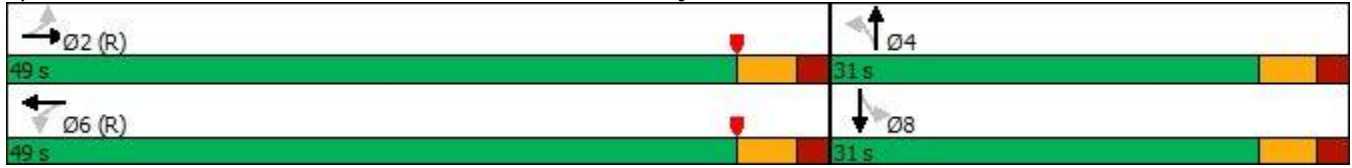
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 10.8
 Intersection Capacity Utilization 77.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Traffic Volume (vph)	0	736	754	0	43	91
Future Volume (vph)	0	736	754	0	43	91
Satd. Flow (prot)	0	1792	1712	0	1529	0
Flt Permitted					0.984	
Satd. Flow (perm)	0	1792	1712	0	1529	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	11%	11%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	783	802	0	143	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		56.1	56.1		12.9	
Actuated g/C Ratio		0.70	0.70		0.16	
v/c Ratio		0.62	0.67		0.58	
Control Delay		6.1	6.4		39.9	
Queue Delay		0.0	0.0		0.0	
Total Delay		6.1	6.4		39.9	
LOS		A	A		D	
Approach Delay		6.1	6.4		39.9	
Approach LOS		A	A		D	
Queue Length 50th (ft)		108	113		67	
Queue Length 95th (ft)		126	81		115	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1256	1200		487	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.62	0.67		0.29	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 28 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.67
 Intersection Signal Delay: 9.0
 Intersection Capacity Utilization 56.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

5: Broadway & Grove Ave Timings

No Build 2022
AM Peak

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

No Build 2022
AM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	729	15	20	682	31	28
Future Volume (vph)	729	15	20	682	31	28
Satd. Flow (prot)	1754	0	0	1710	1456	0
Flt Permitted				0.970	0.974	
Satd. Flow (perm)	1754	0	0	1660	1456	0
Satd. Flow (RTOR)	2				30	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	11%	11%	19%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	800	0	0	755	63	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	63.8			63.8	7.8	
Actuated g/C Ratio	0.80			0.80	0.10	
v/c Ratio	0.57			0.57	0.38	
Control Delay	7.5			5.5	26.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	7.5			5.5	26.7	
LOS	A			A	C	
Approach Delay	7.5			5.5	26.7	
Approach LOS	A			A	C	
Queue Length 50th (ft)	141			159	16	
Queue Length 95th (ft)	468			124	50	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1399			1323	493	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.57			0.57	0.13	

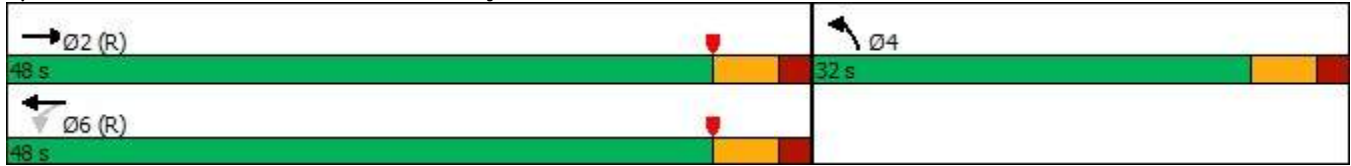
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 2 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 7.3
 Intersection Capacity Utilization 67.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

7: Meadow Dr & Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 7: Meadow Dr & Broadway

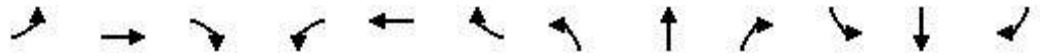


8: Woodmere Blvd & Broadway

No Build 2022

Timings

AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Volume (vph)	54	573	49	31	529	44	83	88	15	54	76	77
Future Volume (vph)	54	573	49	31	529	44	83	88	15	54	76	77
Satd. Flow (prot)	0	1709	0	0	1648	0	0	1798	0	0	1750	0
Flt Permitted		0.917			0.949			0.683			0.844	
Satd. Flow (perm)	0	1573	0	0	1569	0	0	1256	0	0	1496	0
Satd. Flow (RTOR)					8						39	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	10%	10%	10%	9%	9%	9%	12%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	698	0	0	622	0	0	192	0	0	213	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.8			52.8			16.2			16.2	
Actuated g/C Ratio		0.66			0.66			0.20			0.20	
v/c Ratio		0.67			0.60			0.76			0.64	
Control Delay		14.5			8.7			48.1			31.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.5			8.7			48.1			31.8	
LOS		B			A			D			C	
Approach Delay		14.5			8.7			48.1			31.8	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		308			58			91			80	
Queue Length 95th (ft)		484			309			148			135	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1038			1038			400			503	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.67			0.60			0.48			0.42	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 18.3

Intersection LOS: B

Intersection Capacity Utilization 78.2%

ICU Level of Service D

Analysis Period (min) 15

8: Woodmere Blvd & Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 8: Woodmere Blvd & Broadway



**9: Brower Ave/Irving Pl & Broadway
Timings**

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	532	30	15	568	25	66	35	12	16	29	29
Future Volume (vph)	26	532	30	15	568	25	66	35	12	16	29	29
Satd. Flow (prot)	0	1802	0	0	1772	0	0	1700	0	0	1735	0
Flt Permitted		0.961			0.983			0.833			0.922	
Satd. Flow (perm)	0	1735	0	0	1744	0	0	1457	0	0	1617	0
Satd. Flow (RTOR)		5						8			31	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	10%	10%	10%	7%	7%	7%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	626	0	0	647	0	0	120	0	0	79	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		60.7			60.7			12.1			12.1	
Actuated g/C Ratio		0.76			0.76			0.15			0.15	
v/c Ratio		0.47			0.49			0.53			0.29	
Control Delay		8.9			6.1			37.0			21.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.9			6.1			37.0			21.9	
LOS		A			A			D			C	
Approach Delay		8.9			6.1			37.0			21.9	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		89			82			53			21	
Queue Length 95th (ft)		285			196			97			55	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1318			1323			469			536	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.47			0.49			0.26			0.15	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 10.7
 Intersection Capacity Utilization 64.4%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

9: Brower Ave/Irving Pl & Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	503	14	23	589	19	7	118	60	43	74	110
Future Volume (vph)	75	503	14	23	589	19	7	118	60	43	74	110
Satd. Flow (prot)	0	1900	0	0	1906	0	0	1710	0	0	1645	0
Flt Permitted		0.859			0.971			0.986			0.847	
Satd. Flow (perm)	0	1642	0	0	1854	0	0	1690	0	0	1406	0
Satd. Flow (RTOR)											62	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	6%	6%	6%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	604	0	0	643	0	0	188	0	0	232	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.0			53.0			15.0			15.0	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.56			0.52			0.60			0.74	
Control Delay		11.4			9.9			36.7			36.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.4			9.9			36.7			36.1	
LOS		B			A			D			D	
Approach Delay		11.4			9.9			36.7			36.1	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)		180			142			87			81	
Queue Length 95th (ft)		153			291			135			142	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1088			1229			549			498	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.52			0.34			0.47	

Intersection Summary

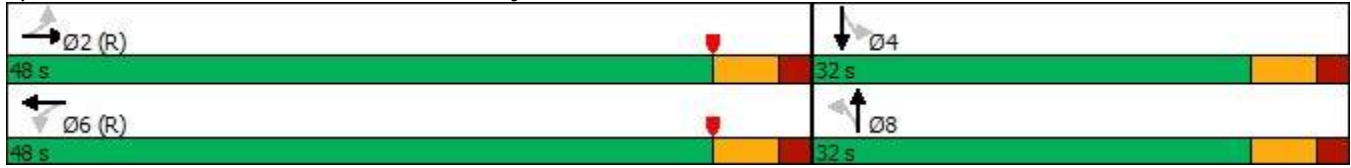
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 17.1
 Intersection Capacity Utilization 97.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

10: Franklin Ave & Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 10: Franklin Ave & Broadway




















11: Broadway & Piermont Ave/Veterans Memorial Plaza

No Build 2022

AM Peak

Timings

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	72	537	48	61	588	1	2	151	90	34	54	10
Future Volume (vph)	72	537	48	61	588	1	2	151	90	34	54	10
Satd. Flow (prot)	0	3351	0	0	3265	0	0	1640	1396	0	1911	0
Flt Permitted		0.455			0.758						0.842	
Satd. Flow (perm)	0	1533	0	0	2488	0	0	1642	1396	0	1637	0
Satd. Flow (RTOR)		7							95		3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	10%	10%	10%	8%	8%	8%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	692	0	0	684	0	0	161	95	0	104	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		40.0			40.0			32.2	38.2		20.0	
Actuated g/C Ratio		0.40			0.40			0.32	0.38		0.20	
v/c Ratio		0.52			0.70			0.31	0.16		0.32	
Control Delay		25.1			6.4			7.5	1.4		37.6	
Queue Delay		0.0			0.1			1.2	1.8		0.1	
Total Delay		25.1			6.5			8.7	3.3		37.6	
LOS		C			A			A	A		D	
Approach Delay		25.1			6.5			6.7			37.6	
Approach LOS		C			A			A			D	
Queue Length 50th (ft)		172			15			17	2		56	
Queue Length 95th (ft)		244			23			m45	m3		111	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2023			984			521	591		326	
Starvation Cap Reductn		0			17			198	377		0	
Spillback Cap Reductn		202			0			0	0		12	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.38			0.71			0.50	0.44		0.33	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 15.8

Intersection LOS: B

Intersection Capacity Utilization 69.9%

ICU Level of Service C

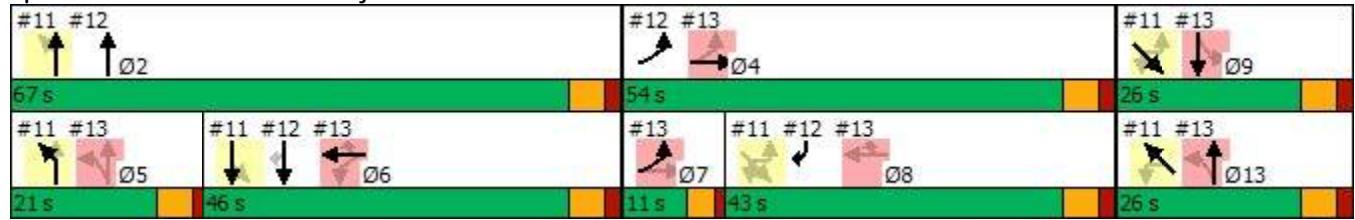
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

No Build 2022
AM Peak

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

No Build 2022
AM Peak

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

No Build 2022
AM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	304	0	0	543	652	489				
Future Volume (vph)	304	0	0	543	652	489				
Satd. Flow (prot)	3022	0	0	3312	2908	1315				
Flt Permitted	0.950									
Satd. Flow (perm)	3022	0	0	3312	2908	1315				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	12%	12%	9%	9%	8%	8%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						29%				
Lane Group Flow (vph)	313	0	0	560	818	358				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	23.2			40.0	40.0	52.2				
Actuated g/C Ratio	0.23			0.40	0.40	0.52				
v/c Ratio	0.45			0.43	0.71	0.53				
Control Delay	7.0			4.5	30.3	12.1				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	7.0			4.5	30.3	12.1				
LOS	A			A	C	B				
Approach Delay	7.0			4.5	24.8					
Approach LOS	A			A	C					
Queue Length 50th (ft)	10			15	237	97				
Queue Length 95th (ft)	12			19	336	152				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1434			1997	1149	1001				
Starvation Cap Reductn	101			182	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.23			0.31	0.71	0.36				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 16.5

Intersection LOS: B

Intersection Capacity Utilization 41.9%

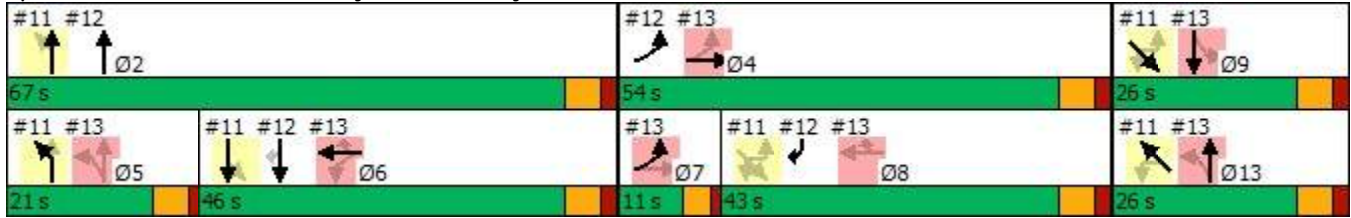
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

No Build 2022

Timings

AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	299	96	3	488	15	46	74	0	3	135	90
Future Volume (vph)	97	299	96	3	488	15	46	74	0	3	135	90
Satd. Flow (prot)	1671	3222	0	0	3120	1396	0	1758	0	0	1745	0
Flt Permitted	0.461				0.841			0.000			0.997	
Satd. Flow (perm)	811	3222	0	0	2624	1396	0	0	0	0	1742	0
Satd. Flow (RTOR)		31				89						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	416	0	0	517	16	0	126	0	0	240	0
Turn Type	pm+pt	NA		Perm	NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7		6	6 8	6 8	13 5	5		9		
Detector Phase	7	4		6	6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0		16.0	16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		Min	Min			None		None	None	
Act Effct Green (s)	25.2	23.2			52.2	52.2		20.0			20.0	
Actuated g/C Ratio	0.25	0.23			0.52	0.52		0.20			0.20	
v/c Ratio	0.39	0.55			0.38	0.02		0.36			0.70	
Control Delay	35.0	34.6			2.3	0.1		39.8			50.3	
Queue Delay	0.0	0.0			0.3	0.0		5.5			0.0	
Total Delay	35.0	34.6			2.6	0.1		45.3			50.3	
LOS	D	C			A	A		D			D	
Approach Delay		34.7			2.5			45.3			50.3	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	53	115			7	0		53			145	
Queue Length 95th (ft)	98	164			9	m0		93			#259	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	261	1545			1352	1083		347			344	
Starvation Cap Reductn	0	0			322	0		165			0	
Spillback Cap Reductn	0	10			8	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.39	0.27			0.50	0.01		0.69			0.70	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway
Timings

No Build 2022
 AM Peak

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

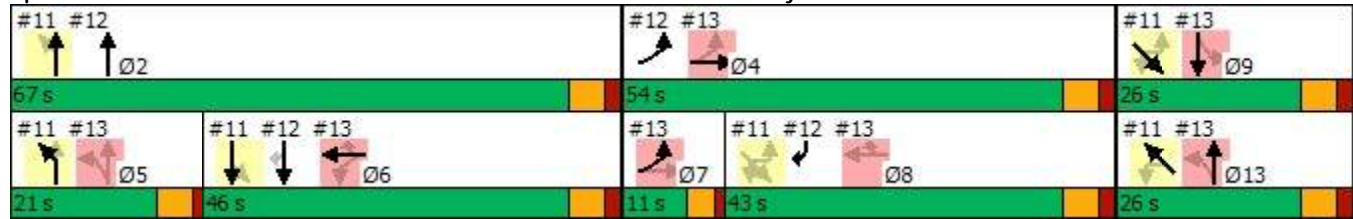
13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

No Build 2022
AM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway

Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	462	54	41	411	57	45	227	44	77	271	47
Future Volume (vph)	35	462	54	41	411	57	45	227	44	77	271	47
Satd. Flow (prot)	0	1975	0	0	1876	0	1589	1691	0	1532	1633	0
Flt Permitted		0.948			0.926		0.369			0.450		
Satd. Flow (perm)	0	1878	0	0	1744	0	617	1691	0	725	1633	0
Satd. Flow (RTOR)		10			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	6%	6%	6%	6%	6%	6%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	573	0	0	530	0	47	282	0	80	331	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		46.8			46.8		21.2	21.2		21.2	21.2	
Actuated g/C Ratio		0.58			0.58		0.26	0.26		0.26	0.26	
v/c Ratio		0.52			0.52		0.29	0.63		0.42	0.77	
Control Delay		12.5			13.1		26.2	31.7		29.5	38.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.5			13.1		26.2	31.7		29.5	38.6	
LOS		B			B		C	C		C	D	
Approach Delay		12.5			13.1			30.9			36.8	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		210			141		19	124		33	152	
Queue Length 95th (ft)		373			275		43	179		66	217	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1112			1033		203	557		239	538	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.52			0.51		0.23	0.51		0.33	0.62	

Intersection Summary

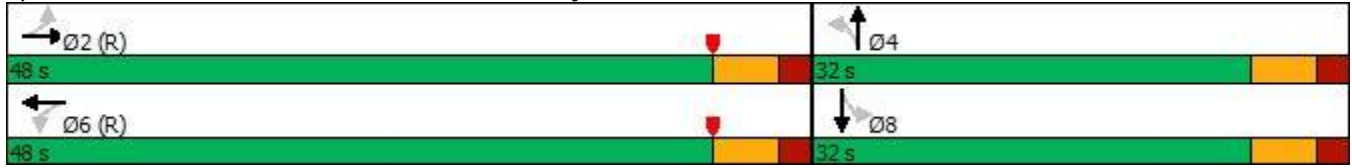
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 58 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 21.4
 Intersection Capacity Utilization 74.7%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 14: Woodmere Blvd & W Broadway

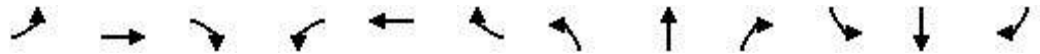


15: Prospect Ave/Derby Ave & W Broadway

No Build 2022

Timings

AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	471	23	72	569	15	103	36	116	5	12	12
Future Volume (vph)	8	471	23	72	569	15	103	36	116	5	12	12
Satd. Flow (prot)	0	1747	0	0	1812	0	0	1589	0	0	1616	0
Flt Permitted		0.990			0.893			0.855			0.945	
Satd. Flow (perm)	0	1731	0	0	1627	0	0	1387	0	0	1539	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	4%	4%	4%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	0	684	0	0	266	0	0	31	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		48.1			48.1			19.9			19.9	
Actuated g/C Ratio		0.60			0.60			0.25			0.25	
v/c Ratio		0.50			0.70			0.77			0.08	
Control Delay		8.3			16.2			42.6			21.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.3			16.2			42.6			21.1	
LOS		A			B			D			C	
Approach Delay		8.3			16.2			42.6			21.1	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		161			258			122			12	
Queue Length 95th (ft)		136			#489			190			30	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1040			978			442			490	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.50			0.70			0.60			0.06	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 49 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 18.2

Intersection LOS: B

Intersection Capacity Utilization 98.2%

ICU Level of Service F

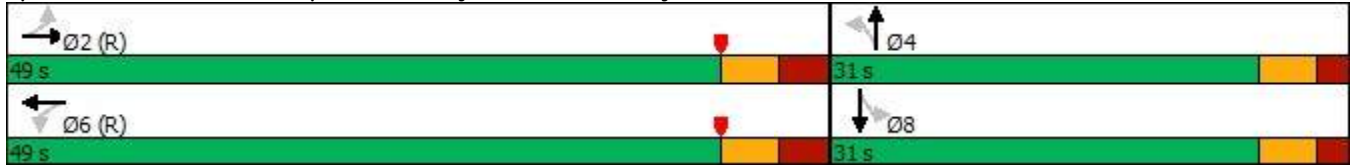
Analysis Period (min) 15

15: Prospect Ave/Derby Ave & W Broadway Timings

No Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	542	58	80	470	9	25	61	40	13	179	19
Future Volume (vph)	20	542	58	80	470	9	25	61	40	13	179	19
Satd. Flow (prot)	0	1791	0	0	1836	0	0	1651	0	0	1817	0
Flt Permitted		0.976			0.839			0.862			0.974	
Satd. Flow (perm)	0	1751	0	0	1551	0	0	1438	0	0	1775	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	6%	6%	6%	9%	9%	9%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	653	0	0	588	0	0	132	0	0	222	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.8			52.8			15.2			15.2	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.57			0.57			0.48			0.66	
Control Delay		11.9			6.6			33.9			39.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.9			6.6			33.9			39.0	
LOS		B			A			C			D	
Approach Delay		11.9			6.6			33.9			39.0	
Approach LOS		B			A			C			D	
Queue Length 50th (ft)		176			72			59			104	
Queue Length 95th (ft)		179			112			103			159	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1155			1023			449			554	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.57			0.29			0.40	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 86.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

17: Cedarhurst Ave & W Broadway Timings

No Build 2022
AM Peak

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	502	31	80	494	19	46	54	68	33	69	14
Future Volume (vph)	5	502	31	80	494	19	46	54	68	33	69	14
Satd. Flow (prot)	0	1745	0	0	1756	0	0	1704	0	0	1773	0
Flt Permitted		0.995			0.854			0.987			0.986	
Satd. Flow (perm)	0	1736	0	0	1510	0	0	1704	0	0	1773	0
Satd. Flow (RTOR)		4			2			41			8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	578	0	0	637	0	0	180	0	0	124	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		42.3			42.3			12.0			10.6	
Actuated g/C Ratio		0.53			0.53			0.15			0.13	
v/c Ratio		0.63			0.80			0.62			0.52	
Control Delay		21.1			24.8			33.3			37.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.1			24.8			33.3			37.1	
LOS		C			C			C			D	
Approach Delay		21.1			24.8			33.3			37.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		203			174			65			55	
Queue Length 95th (ft)		#453			#566			119			100	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		920			800			467			460	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.80			0.39			0.27	

Intersection Summary

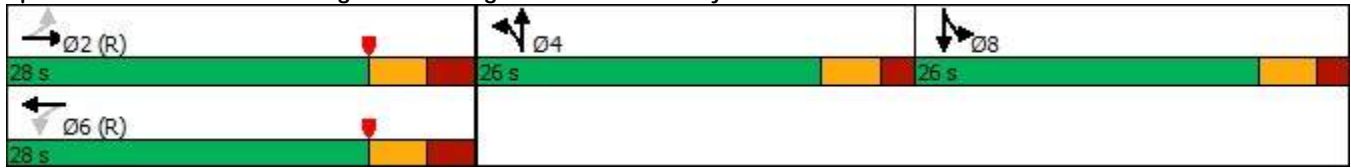
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 25.4
 Intersection Capacity Utilization 88.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service E

18: Washington Ave/Arlington Rd & W Broadway Timings

No Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway

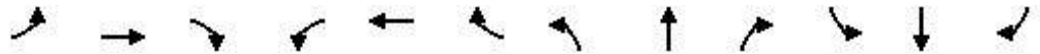


20: Rockaway Tpke & Burnside Ave/W Broadway

No Build 2022

AM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	306	31	171	333	172	17	459	0	105	384	294
Future Volume (vph)	399	306	31	171	333	172	17	459	0	105	384	294
Satd. Flow (prot)	1535	3151	0	0	3316	1509	1752	3505	0	1671	1759	1495
Flt Permitted	0.950	0.984			0.983		0.528			0.343		
Satd. Flow (perm)	1535	3151	0	0	3316	1509	974	3505	0	603	1759	1495
Satd. Flow (RTOR)		5				82						147
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	3%	3%	3%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	251	507	0	0	519	177	18	473	0	108	396	303
Turn Type	Split	NA		Split	NA	pm+ov	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	4	4		8	8	1		2		1	6	4
Permitted Phases						8	2			6		6
Detector Phase	4	4		8	8	1	2	2		1	6	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	3.0	20.0	20.0		3.0	20.0	12.0
Minimum Split (s)	32.0	32.0		32.0	32.0	8.0	32.0	32.0		8.0	32.0	32.0
Total Split (s)	33.0	33.0		33.0	33.0	21.0	33.0	33.0		21.0	54.0	33.0
Total Split (%)	27.5%	27.5%		27.5%	27.5%	17.5%	27.5%	27.5%		17.5%	45.0%	27.5%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	5.0	6.0	6.0		5.0	6.0	6.0
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	None
Act Effct Green (s)	25.8	25.8			23.4	39.7	37.5	37.5		53.8	52.8	84.6
Actuated g/C Ratio	0.22	0.22			0.20	0.33	0.31	0.31		0.45	0.44	0.70
v/c Ratio	0.76	0.75			0.80	0.32	0.06	0.43		0.30	0.51	0.28
Control Delay	59.5	50.6			56.1	16.0	25.1	28.6		23.9	28.8	4.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	59.5	50.6			56.1	16.0	25.1	28.6		23.9	28.8	4.1
LOS	E	D			E	B	C	C		C	C	A
Approach Delay		53.6			45.9			28.5			18.9	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	198	197			202	52	9	162		50	225	36
Queue Length 95th (ft)	#320	263			258	100	m17	227		93	338	76
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	358	739			746	621	304	1095		413	785	1122
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.70	0.69			0.70	0.29	0.06	0.43		0.26	0.50	0.27

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 37.0
 Intersection LOS: D
 Intersection Capacity Utilization 85.1%
 ICU Level of Service E
 Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

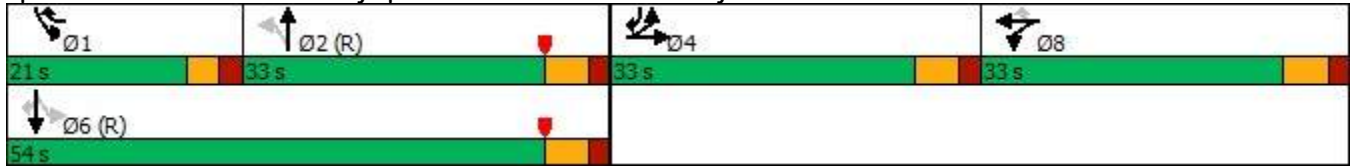
No Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave
Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	291	27	32	244	92	36	344	43	101	181	160
Future Volume (vph)	121	291	27	32	244	92	36	344	43	101	181	160
Satd. Flow (prot)	1719	1786	0	1703	1719	0	1719	1779	0	1703	1667	0
Flt Permitted	0.238			0.443			0.409			0.265		
Satd. Flow (perm)	431	1786	0	794	1719	0	740	1779	0	475	1667	0
Satd. Flow (RTOR)								5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	5%	5%	5%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	350	0	35	369	0	40	425	0	111	375	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	47.5	40.3		38.2	31.2		51.0	43.9		57.1	48.8	
Actuated g/C Ratio	0.40	0.34		0.32	0.26		0.42	0.37		0.48	0.41	
v/c Ratio	0.46	0.58		0.11	0.83		0.11	0.65		0.34	0.55	
Control Delay	26.9	37.6		20.5	57.2		19.2	39.3		16.9	24.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.9	37.6		20.5	57.2		19.2	39.3		16.9	24.1	
LOS	C	D		C	E		B	D		B	C	
Approach Delay		34.7			54.0			37.5			22.4	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	64	233		16	268		16	275		19	136	
Queue Length 95th (ft)	98	318		33	360		40	#476		m57	280	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	299	604		376	544		442	654		354	677	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.58		0.09	0.68		0.09	0.65		0.31	0.55	

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 36.4
 Intersection Capacity Utilization 71.5%
 Analysis Period (min) 15

Intersection LOS: D
 ICU Level of Service C

22: Rockaway Tpke & Central Ave Timings





No Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave

 Ø1 18 s	 Ø2 (R) 40 s	 Ø3 18 s	 Ø4 44 s
 Ø5 18 s	 Ø6 (R) 40 s	 Ø7 18 s	 Ø8 44 s

23: Washington Ave & Central Ave
Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	410	35	58	370	46	19	100	58	54	120	128
Future Volume (vph)	77	410	35	58	370	46	19	100	58	54	120	128
Satd. Flow (prot)	0	1798	0	0	1759	0	0	1772	0	0	1707	0
Flt Permitted		0.865			0.888			0.937			0.902	
Satd. Flow (perm)	0	1566	0	0	1571	0	0	1669	0	0	1554	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	581	0	0	526	0	0	196	0	0	335	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		26.5			26.5			18.2			18.2	
Actuated g/C Ratio		0.46			0.46			0.32			0.32	
v/c Ratio		0.80			0.72			0.37			0.68	
Control Delay		24.7			20.4			17.8			25.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.7			20.4			17.8			25.2	
LOS		C			C			B			C	
Approach Delay		24.7			20.4			17.8			25.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		161			138			52			100	
Queue Length 95th (ft)		#386			294			107			192	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		907			910			786			732	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.58			0.25			0.46	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 57.2
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 22.6
 Intersection LOS: C
 Intersection Capacity Utilization 76.8%
 ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

23: Washington Ave & Central Ave Timings

No Build 2022
AM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave
Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	464	23	10	435	41	37	51	12	0	0	0
Future Volume (vph)	55	464	23	10	435	41	37	51	12	0	0	0
Satd. Flow (prot)	0	1969	0	0	1930	0	0	1899	0	0	0	0
Flt Permitted		0.907			0.985			0.982				
Satd. Flow (perm)	0	1795	0	0	1903	0	0	1899	0	0	0	0
Satd. Flow (RTOR)					9							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	7%	7%	7%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	570	0	0	512	0	0	106	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		21.5			21.5			10.4				
Actuated g/C Ratio		0.49			0.49			0.24				
v/c Ratio		0.65			0.55			0.24				
Control Delay		12.7			10.4			15.9				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.7			10.4			15.9				
LOS		B			B			B				
Approach Delay		12.7			10.4			15.9				
Approach LOS		B			B			B				
Queue Length 50th (ft)		93			76			20				
Queue Length 95th (ft)		185			150			58				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1314			1396			1129				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.43			0.37			0.09				

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 44	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 12.0	Intersection LOS: B
Intersection Capacity Utilization 73.8%	ICU Level of Service D
Analysis Period (min) 15	

24: Spruce St & Central Ave Timings

No Build 2022
AM Peak

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	354	17	28	342	49	35	97	15	38	106	121
Future Volume (vph)	78	354	17	28	342	49	35	97	15	38	106	121
Satd. Flow (prot)	0	2022	0	0	1993	0	0	1746	0	0	1670	0
Flt Permitted		0.867			0.951			0.883			0.928	
Satd. Flow (perm)	0	1769	0	0	1901	0	0	1561	0	0	1560	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	468	0	0	436	0	0	153	0	0	276	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.6			21.6			13.7			13.7	
Actuated g/C Ratio		0.45			0.45			0.29			0.29	
v/c Ratio		0.58			0.50			0.34			0.61	
Control Delay		14.2			12.7			15.7			21.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.2			12.7			15.7			21.2	
LOS		B			B			B			C	
Approach Delay		14.2			12.7			15.7			21.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		86			76			31			60	
Queue Length 95th (ft)		202			177			78			140	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1022			1098			1035			1035	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.40			0.15			0.27	

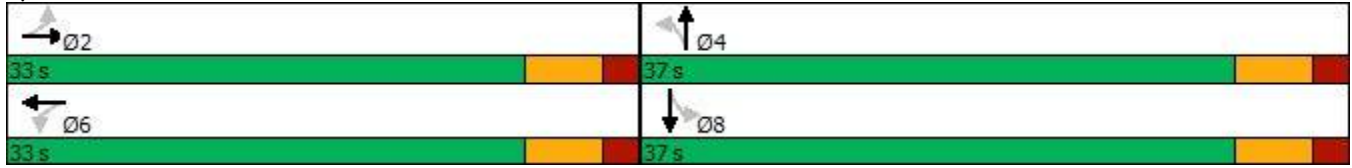
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 47.6	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 72.3%	ICU Level of Service C
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

No Build 2022
AM Peak

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

No Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	296	14	12	294	66	22	56	2	34	60	93
Future Volume (vph)	111	296	14	12	294	66	22	56	2	34	60	93
Satd. Flow (prot)	0	1760	0	0	1746	0	0	1729	0	0	1642	0
Flt Permitted		0.803			0.982			0.868			0.925	
Satd. Flow (perm)	0	1432	0	0	1718	0	0	1522	0	0	1532	0
Satd. Flow (RTOR)					20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	8%	8%	8%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	417	0	0	90	0	0	209	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.1			25.1			13.7			13.7	
Actuated g/C Ratio		0.49			0.49			0.27			0.27	
v/c Ratio		0.67			0.49			0.22			0.51	
Control Delay		16.3			11.1			16.6			21.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.3			11.1			16.6			21.2	
LOS		B			B			B			C	
Approach Delay		16.3			11.1			16.6			21.2	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		94			69			18			46	
Queue Length 95th (ft)		218			156			55			118	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		917			1108			792			797	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.38			0.11			0.26	

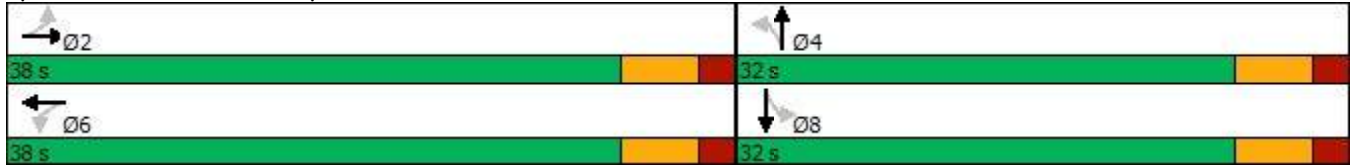
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 51	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 15.3	Intersection LOS: B
Intersection Capacity Utilization 70.4%	ICU Level of Service C
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

No Build 2022
AM Peak

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave
Timings

No Build 2022
 AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	216	32	10	137	18	28	41	12	30	146	97
Future Volume (vph)	102	216	32	10	137	18	28	41	12	30	146	97
Satd. Flow (prot)	0	1998	0	0	2053	0	0	1825	0	0	1800	0
Flt Permitted		0.856			0.973			0.859			0.959	
Satd. Flow (perm)	0	1734	0	0	2004	0	0	1594	0	0	1735	0
Satd. Flow (RTOR)		12			15							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	7%	7%	7%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	183	0	0	90	0	0	303	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		21.8			21.8			13.1			13.1	
Actuated g/C Ratio		0.49			0.49			0.29			0.29	
v/c Ratio		0.46			0.19			0.19			0.60	
Control Delay		10.6			7.6			11.9			18.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		10.6			7.6			11.9			18.4	
LOS		B			A			B			B	
Approach Delay		10.6			7.6			11.9			18.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		55			21			16			61	
Queue Length 95th (ft)		139			59			39			115	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		847			979			714			777	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.19			0.13			0.39	

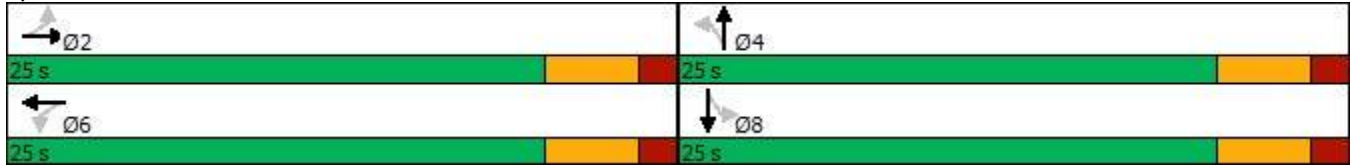
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 44.9	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.60	
Intersection Signal Delay: 12.6	Intersection LOS: B
Intersection Capacity Utilization 60.1%	ICU Level of Service B
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

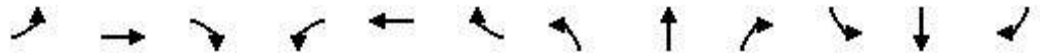
No Build 2022
AM Peak

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	710	0	0	712	23	0	0	0	30	0	51
Future Volume (Veh/h)	55	710	0	0	712	23	0	0	0	30	0	51
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	59	763	0	0	766	25	0	0	0	32	0	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)	423				1143							
pX, platoon unblocked	0.82			0.74			0.83	0.83	0.74	0.83	0.83	0.82
vC, conflicting volume	791			763			1714	1672	763	1660	1660	778
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	632			506			1262	1211	506	1196	1196	617
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	92			100			100	100	100	73	100	86
cM capacity (veh/h)	757			752			98	140	420	121	136	383
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	822	791	0	87								
Volume Left	59	0	0	32								
Volume Right	0	25	0	55								
cSH	757	752	1700	213								
Volume to Capacity	0.08	0.00	0.00	0.41								
Queue Length 95th (ft)	6	0	0	46								
Control Delay (s)	2.1	0.0	0.0	33.1								
Lane LOS	A		A	D								
Approach Delay (s)	2.1	0.0	0.0	33.1								
Approach LOS			A	D								
Intersection Summary												
Average Delay			2.7									
Intersection Capacity Utilization			94.1%	ICU Level of Service	F							
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	555	59	130	619	0	0
Future Volume (Veh/h)	555	59	130	619	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	578	61	135	645	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked					0.76	
vC, conflicting volume				639	1524	608
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				639	1531	608
tC, single (s)				4.1	6.5	6.3
tC, 2 stage (s)						
tF (s)				2.2	3.6	3.4
p0 queue free %				85	100	100
cM capacity (veh/h)				931	80	479
Direction, Lane #	EB 1	WB 1				
Volume Total	639	780				
Volume Left	0	135				
Volume Right	61	0				
cSH	1700	931				
Volume to Capacity	0.38	0.15				
Queue Length 95th (ft)	0	13				
Control Delay (s)	0.0	3.5				
Lane LOS		A				
Approach Delay (s)	0.0	3.5				
Approach LOS						
Intersection Summary						
Average Delay			1.9			
Intersection Capacity Utilization			79.2%	ICU Level of Service	D	
Analysis Period (min)			15			

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Volume (veh/h)	411	0	0	676	0	175
Future Volume (Veh/h)	411	0	0	676	0	175
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	452	0	0	743	0	192
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.78	
vC, conflicting volume			452	1195		226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			452	1108		226
tC, single (s)			4.2	7.1		7.2
tC, 2 stage (s)						
tF (s)			2.3	3.6		3.4
p0 queue free %			100	100		74
cM capacity (veh/h)			1070	146		744
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	226	226	743	192		
Volume Left	0	0	0	0		
Volume Right	0	0	0	192		
cSH	1700	1700	1700	744		
Volume to Capacity	0.13	0.13	0.44	0.26		
Queue Length 95th (ft)	0	0	0	26		
Control Delay (s)	0.0	0.0	0.0	11.5		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	11.5		
Approach LOS				B		
Intersection Summary						
Average Delay			1.6			
Intersection Capacity Utilization			38.9%	ICU Level of Service		A
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

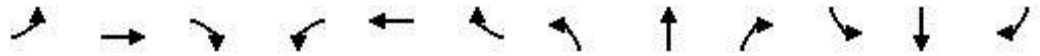
No Build 2022
 AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	501	159	16	571
Future Volume (Veh/h)	0	0	501	159	16	571
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	527	167	17	601
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.84					
vC, conflicting volume	1246	347			694	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1196	347			694	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			98	
cM capacity (veh/h)	149	655			865	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	351	343	618			
Volume Left	0	0	17			
Volume Right	0	167	0			
cSH	1700	1700	865			
Volume to Capacity	0.21	0.20	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	0.5			
Lane LOS			A			
Approach Delay (s)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			46.3%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

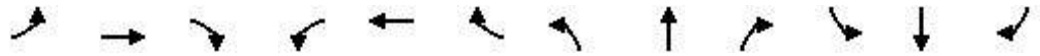
No Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	390	69	29	336	0	0	0	0	29	35	127
Future Volume (vph)	0	390	69	29	336	0	0	0	0	29	35	127
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	443	78	33	382	0	0	0	0	33	40	144
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	521	415	217									
Volume Left (vph)	0	33	33									
Volume Right (vph)	78	0	144									
Hadj (s)	0.00	0.07	-0.25									
Departure Headway (s)	5.2	5.4	6.0									
Degree Utilization, x	0.75	0.62	0.36									
Capacity (veh/h)	521	642	540									
Control Delay (s)	22.3	16.9	12.3									
Approach Delay (s)	22.3	16.9	12.3									
Approach LOS	C	C	B									
Intersection Summary												
Delay			18.5									
Level of Service			C									
Intersection Capacity Utilization			59.6%	ICU Level of Service								B
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

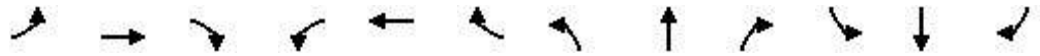
No Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	4	0	9	0	35	0	0	38	0
Future Volume (vph)	0	0	0	4	0	9	0	35	0	0	38	0
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.88	0.88	0.88	0.88	0.92
Hourly flow rate (vph)	0	0	0	5	0	10	0	40	0	0	43	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	15	40	43								
Volume Left (vph)	0	5	0	0								
Volume Right (vph)	0	10	0	0								
Hadj (s)	0.00	0.19	0.48	0.19								
Departure Headway (s)	4.1	4.3	4.5	4.2								
Degree Utilization, x	0.00	0.02	0.05	0.05								
Capacity (veh/h)	869	821	793	856								
Control Delay (s)	7.1	7.4	7.7	7.4								
Approach Delay (s)	0.0	7.4	7.7	7.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	2	0	0	0	0	37	19	4	17	0	12
Future Volume (vph)	2	2	0	0	0	0	37	19	4	17	0	12
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	2	2	0	0	0	0	42	22	5	19	0	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	4	0	69	33								
Volume Left (vph)	2	0	42	19								
Volume Right (vph)	0	0	5	14								
Hadj (s)	0.78	0.00	0.37	-0.04								
Departure Headway (s)	4.9	4.1	4.3	3.9								
Degree Utilization, x	0.01	0.00	0.08	0.04								
Capacity (veh/h)	714	862	822	905								
Control Delay (s)	7.9	7.1	7.7	7.1								
Approach Delay (s)	7.9	0.0	7.7	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			14.0%	ICU Level of Service								A
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	387	4	99	503	109	3	129	83	74	129	71
Future Volume (vph)	78	387	4	99	503	109	3	129	83	74	129	71
Satd. Flow (prot)	0	1846	0	0	1793	0	0	1764	0	0	1757	0
Flt Permitted		0.805			0.869			0.995			0.756	
Satd. Flow (perm)	0	1498	0	0	1569	0	0	1757	0	0	1346	0
Satd. Flow (RTOR)		1			17						24	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	741	0	0	223	0	0	285	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		49.9			49.9			19.1			19.1	
Actuated g/C Ratio		0.62			0.62			0.24			0.24	
v/c Ratio		0.52			0.75			0.53			0.84	
Control Delay		12.3			19.1			30.3			47.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			19.1			30.3			47.4	
LOS		B			B			C			D	
Approach Delay		12.3			19.1			30.3			47.4	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		121			194			97			125	
Queue Length 95th (ft)		255			#530			144			192	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		935			985			582			461	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.75			0.38			0.62	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 36 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.84
 Intersection Signal Delay: 23.3
 Intersection Capacity Utilization 90.1%
 Analysis Period (min) 15

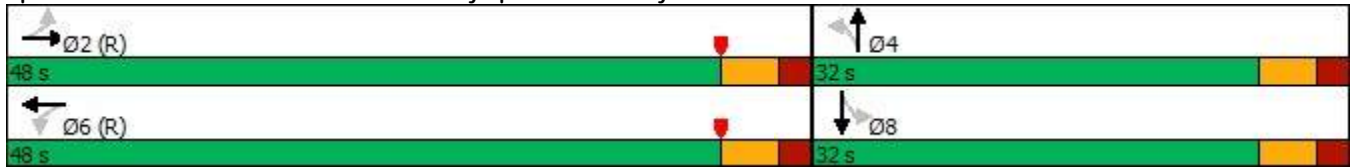
Intersection LOS: C
 ICU Level of Service E

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	651	12	59	654	45	25	50	118	58	70	58
Future Volume (vph)	38	651	12	59	654	45	25	50	118	58	70	58
Satd. Flow (prot)	0	1757	0	0	1823	0	0	1776	0	0	1934	0
Flt Permitted		0.933			0.903			0.930			0.744	
Satd. Flow (perm)	0	1644	0	0	1652	0	0	1662	0	0	1460	0
Satd. Flow (RTOR)		2										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	731	0	0	789	0	0	201	0	0	193	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.2			53.2			14.8			14.8	
Actuated g/C Ratio		0.66			0.66			0.18			0.18	
v/c Ratio		0.67			0.72			0.65			0.71	
Control Delay		11.1			15.4			39.8			44.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			15.4			39.8			44.8	
LOS		B			B			D			D	
Approach Delay		11.1			15.4			39.8			44.8	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		105			322			94			91	
Queue Length 95th (ft)		339			#531			148			147	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1093			1098			540			474	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.67			0.72			0.37			0.41	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.3
 Intersection Capacity Utilization 87.5%
 Analysis Period (min) 15

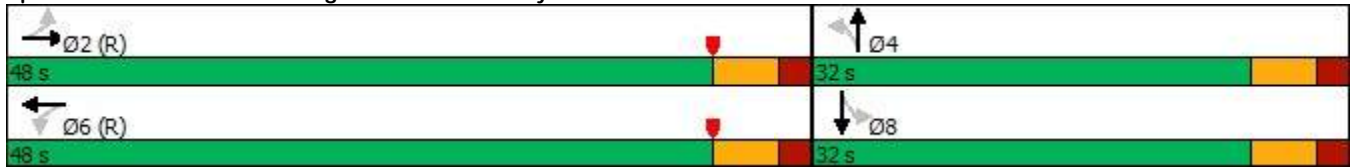
Intersection LOS: B
 ICU Level of Service E

2: Washington Ave & Broadway Timings

No Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	767	740	27	9	17
Future Volume (vph)	76	767	740	27	9	17
Satd. Flow (prot)	1636	1845	2000	0	1817	0
Flt Permitted	0.342				0.983	
Satd. Flow (perm)	589	1845	2000	0	1817	0
Satd. Flow (RTOR)			3		17	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	775	774	0	26	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	72.3	72.3	72.3		6.5	
Actuated g/C Ratio	0.90	0.90	0.90		0.08	
v/c Ratio	0.14	0.46	0.43		0.16	
Control Delay	2.0	2.4	3.4		22.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	2.0	2.4	3.4		22.5	
LOS	A	A	A		C	
Approach Delay		2.4	3.4		22.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		4	
Queue Length 95th (ft)	m10	77	128		27	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	532	1668	1809		647	
Starvation Cap Reductn	0	0	51		0	
Spillback Cap Reductn	0	52	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.14	0.48	0.44		0.04	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 77.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

3: Broadway & Spruce St Timings

No Build 2022
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	695	13	20	662	77	19	30	25	59	48	81
Future Volume (vph)	69	695	13	20	662	77	19	30	25	59	48	81
Satd. Flow (prot)	0	1755	0	0	1800	0	0	1596	0	0	1940	0
Flt Permitted		0.881			0.973			0.850			0.887	
Satd. Flow (perm)	0	1553	0	0	1753	0	0	1374	0	0	1747	0
Satd. Flow (RTOR)		2			11			26			50	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)								0				
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	800	0	0	782	0	0	77	0	0	194	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		56.6			56.6			12.4			12.4	
Actuated g/C Ratio		0.71			0.71			0.16			0.16	
v/c Ratio		0.73			0.63			0.33			0.62	
Control Delay		13.4			14.2			24.1			31.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.4			14.2			24.1			31.4	
LOS		B			B			C			C	
Approach Delay		13.4			14.2			24.1			31.4	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		274			297			23			67	
Queue Length 95th (ft)		#434			507			56			123	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1098			1242			455			590	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.73			0.63			0.17			0.33	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 16.1
 Intersection LOS: B
 Intersection Capacity Utilization 95.4%
 ICU Level of Service F
 Analysis Period (min) 15

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	772	770	0	49	72
Future Volume (vph)	0	772	770	0	49	72
Satd. Flow (prot)	0	1845	1845	0	1586	0
Flt Permitted					0.980	
Satd. Flow (perm)	0	1845	1845	0	1586	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	796	794	0	125	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		60.9	60.9		11.9	
Actuated g/C Ratio		0.76	0.76		0.15	
v/c Ratio		0.57	0.57		0.53	
Control Delay		6.2	5.3		39.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		6.2	5.3		39.2	
LOS		A	A		D	
Approach Delay		6.2	5.3		39.2	
Approach LOS		A	A		D	
Queue Length 50th (ft)		131	69		59	
Queue Length 95th (ft)		171	74		104	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1405	1405		505	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.57	0.57		0.25	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 27 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.57
 Intersection Signal Delay: 8.2
 Intersection Capacity Utilization 56.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

5: Broadway & Grove Ave Timings

No Build 2022
PM Peak

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

No Build 2022
PM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	791	10	25	628	37	20
Future Volume (vph)	791	10	25	628	37	20
Satd. Flow (prot)	1806	0	0	1806	1511	0
Flt Permitted				0.958	0.968	
Satd. Flow (perm)	1806	0	0	1734	1511	0
Satd. Flow (RTOR)	1				20	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	16%	16%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	817	0	0	667	58	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	67.4			67.4	7.8	
Actuated g/C Ratio	0.84			0.84	0.10	
v/c Ratio	0.54			0.46	0.35	
Control Delay	6.6			3.7	29.7	
Queue Delay	0.0			0.0	0.0	
Total Delay	6.6			3.7	29.7	
LOS	A			A	C	
Approach Delay	6.6			3.7	29.7	
Approach LOS	A			A	C	
Queue Length 50th (ft)	154			67	18	
Queue Length 95th (ft)	300			68	51	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1521			1460	504	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.54			0.46	0.12	

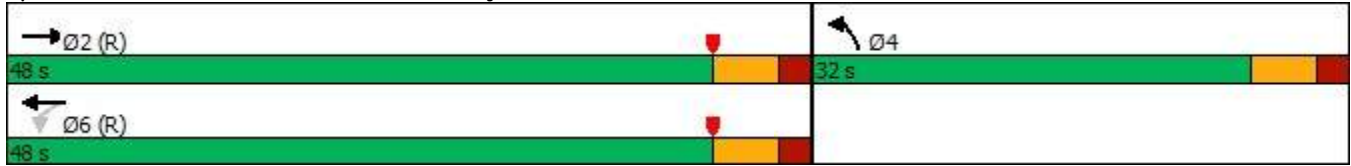
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 68.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

7: Meadow Dr & Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	83	588	66	19	563	85	66	62	9	77	78	63
Future Volume (vph)	83	588	66	19	563	85	66	62	9	77	78	63
Satd. Flow (prot)	0	1751	0	0	1751	0	0	1832	0	0	1917	0
Flt Permitted		0.864			0.974			0.672			0.833	
Satd. Flow (perm)	0	1522	0	0	1707	0	0	1261	0	0	1624	0
Satd. Flow (RTOR)					14						27	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	752	0	0	680	0	0	139	0	0	223	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.8			53.8			15.2			15.2	
Actuated g/C Ratio		0.67			0.67			0.19			0.19	
v/c Ratio		0.74			0.59			0.58			0.68	
Control Delay		17.5			9.3			38.6			36.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.5			9.3			38.6			36.2	
LOS		B			A			D			D	
Approach Delay		17.5			9.3			38.6			36.2	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)		401			145			64			92	
Queue Length 95th (ft)		#550			450			110			149	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1023			1152			401			536	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.74			0.59			0.35			0.42	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 34 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 18.4

Intersection LOS: B

Intersection Capacity Utilization 98.1%

ICU Level of Service F

Analysis Period (min) 15

8: Woodmere Blvd & Broadway Timings

No Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	52	516	47	23	535	20	52	51	18	33	53	55
Future Volume (vph)	52	516	47	23	535	20	52	51	18	33	53	55
Satd. Flow (prot)	0	1898	0	0	1911	0	0	1770	0	0	1819	0
Flt Permitted		0.920			0.969			0.759			0.892	
Satd. Flow (perm)	0	1753	0	0	1856	0	0	1372	0	0	1642	0
Satd. Flow (RTOR)		8						11			42	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	628	0	0	589	0	0	123	0	0	144	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		57.3			57.3			11.7			11.7	
Actuated g/C Ratio		0.72			0.72			0.15			0.15	
v/c Ratio		0.50			0.44			0.59			0.52	
Control Delay		8.9			7.5			39.9			28.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.9			7.5			39.9			28.4	
LOS		A			A			D			C	
Approach Delay		8.9			7.5			39.9			28.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		147			74			53			47	
Queue Length 95th (ft)		243			259			100			95	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1258			1329			444			552	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.50			0.44			0.28			0.26	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 37 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.59
 Intersection Signal Delay: 12.8
 Intersection Capacity Utilization 71.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service C

9: Brower Ave/Irving Pl & Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	545	14	26	498	40	10	75	87	55	110	131
Future Volume (vph)	65	545	14	26	498	40	10	75	87	55	110	131
Satd. Flow (prot)	0	2033	0	0	2024	0	0	1680	0	0	1735	0
Flt Permitted		0.892			0.958			0.975			0.889	
Satd. Flow (perm)	0	1822	0	0	1943	0	0	1643	0	0	1557	0
Satd. Flow (RTOR)											53	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	651	0	0	588	0	0	179	0	0	308	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		49.5			49.5			18.5			18.5	
Actuated g/C Ratio		0.62			0.62			0.23			0.23	
v/c Ratio		0.58			0.49			0.47			0.77	
Control Delay		11.8			11.3			29.4			36.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.8			11.3			29.4			36.1	
LOS		B			B			C			D	
Approach Delay		11.8			11.3			29.4			36.1	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		137			144			77			120	
Queue Length 95th (ft)		351			283			120			185	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1127			1202			533			541	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.49			0.34			0.57	

Intersection Summary

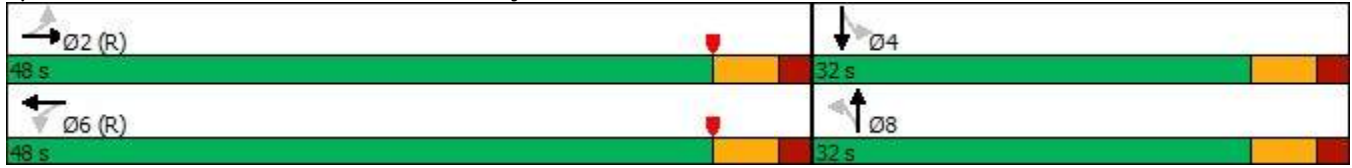
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 17.8
 Intersection Capacity Utilization 95.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

10: Franklin Ave & Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

No Build 2022

PM Peak

Timings

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	94	575	35	61	505	0	2	79	120	25	67	12
Future Volume (vph)	94	575	35	61	505	0	2	79	120	25	67	12
Satd. Flow (prot)	0	3490	0	0	3522	0	0	1720	1463	0	1917	0
Flt Permitted		0.455			0.720						0.913	
Satd. Flow (perm)	0	1599	0	0	2548	0	0	1722	1463	0	1771	0
Satd. Flow (RTOR)		4							125		4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	733	0	0	590	0	0	84	125	0	109	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		39.1			39.1			33.5	39.5		20.1	
Actuated g/C Ratio		0.38			0.38			0.33	0.39		0.20	
v/c Ratio		0.55			0.60			0.15	0.19		0.31	
Control Delay		26.6			5.2			5.6	1.4		37.9	
Queue Delay		0.0			0.3			0.8	2.5		0.2	
Total Delay		26.6			5.5			6.5	3.9		38.1	
LOS		C			A			A	A		D	
Approach Delay		26.6			5.5			4.9			38.1	
Approach LOS		C			A			A			D	
Queue Length 50th (ft)		187			11			4	2		59	
Queue Length 95th (ft)		277			16			m16	m3		119	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2102			1006			566	652		352	
Starvation Cap Reductn		0			81			308	420		0	
Spillback Cap Reductn		227			0			0	0		37	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.39			0.64			0.33	0.54		0.35	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.6

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 62.8%

ICU Level of Service B

Analysis Period (min) 15

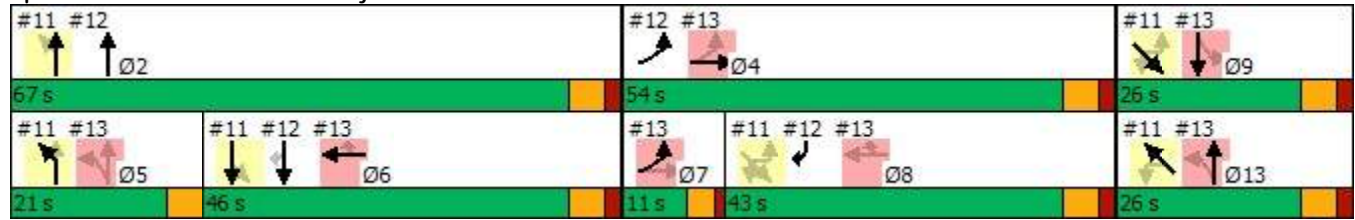
m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

No Build 2022
PM Peak

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

No Build 2022
PM Peak

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

No Build 2022
PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	473	0	0	591	569	539				
Future Volume (vph)	473	0	0	591	569	539				
Satd. Flow (prot)	3286	0	0	3505	2982	1366				
Flt Permitted	0.950									
Satd. Flow (perm)	3286	0	0	3505	2982	1366				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	4%	4%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						37%				
Lane Group Flow (vph)	493	0	0	616	801	353				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	24.4			39.1	39.1	52.5				
Actuated g/C Ratio	0.24			0.38	0.38	0.52				
v/c Ratio	0.62			0.46	0.70	0.50				
Control Delay	9.3			4.6	30.8	11.4				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	9.3			4.7	30.8	11.4				
LOS	A			A	C	B				
Approach Delay	9.3			4.7	24.9					
Approach LOS	A			A	C					
Queue Length 50th (ft)	18			17	232	94				
Queue Length 95th (ft)	22			22	346	145				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1556			2110	1178	1024				
Starvation Cap Reductn	76			179	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.33			0.32	0.68	0.34				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.6

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 16.0

Intersection LOS: B

Intersection Capacity Utilization 45.0%

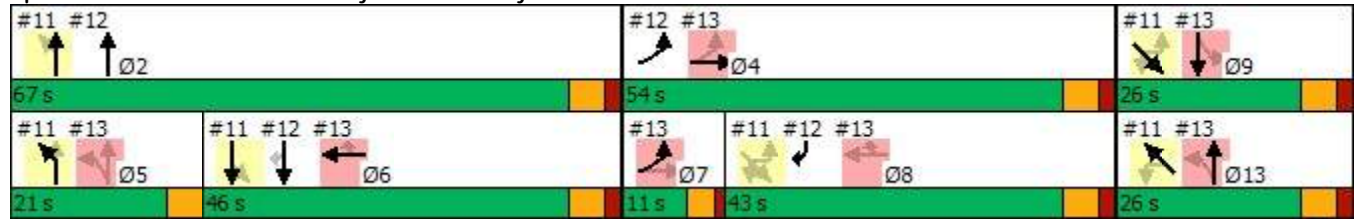
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 12: Broadway & W Broadway

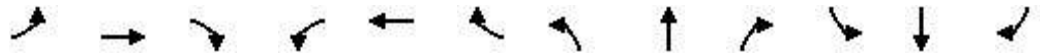


13: Veterans Memorial Plaza/Harris Ave & W Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	174	438	92	0	492	44	68	92	0	12	109	117	
Future Volume (vph)	174	438	92	0	492	44	68	92	0	12	109	117	
Satd. Flow (prot)	1770	3447	0	0	3179	1422	0	1772	0	0	1701	0	
Flt Permitted	0.458							0.000			0.979		
Satd. Flow (perm)	853	3447	0	0	3179	1422	0	0	0	0	1671	0	
Satd. Flow (RTOR)		18				82							
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	5%	5%	5%	4%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)													
Lane Group Flow (vph)		185	564	0	0	523	47	0	170	0	0	253	0
Turn Type	pm+pt	NA			NA	custom	custom		NA		Perm	NA	
Protected Phases	7	4			6				13			9	
Permitted Phases	4	7			6 8	6 8	13 5	5			9		
Detector Phase	7	4			6	6 8	13 5	13			9	9	
Switch Phase													
Minimum Initial (s)	3.0	6.0			10.0			6.0			6.0	6.0	
Minimum Split (s)	10.0	26.0			16.0			12.0			26.0	26.0	
Total Split (s)	11.0	54.0			46.0			26.0			26.0	26.0	
Total Split (%)	7.5%	36.7%			31.3%			17.7%			17.7%	17.7%	
Yellow Time (s)	3.0	4.0			4.0			4.0			4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0			2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	6.0	
Lead/Lag	Lead				Lag								
Lead-Lag Optimize?													
Recall Mode	None	None			Min			None		None	None	None	
Act Effct Green (s)	26.4	24.4			52.5	52.5		20.1				20.1	
Actuated g/C Ratio	0.26	0.24			0.52	0.52		0.20				0.20	
v/c Ratio	0.65	0.67			0.32	0.06		0.49				0.77	
Control Delay	43.3	38.1			1.7	0.1		44.6				56.5	
Queue Delay	0.0	0.0			0.3	0.0		9.1				0.0	
Total Delay	43.3	38.1			2.0	0.2		53.7				56.5	
LOS	D	D			A	A		D				E	
Approach Delay		39.4			1.9			53.7				56.5	
Approach LOS		D			A			D				E	
Queue Length 50th (ft)	100	171			6	0		74				157	
Queue Length 95th (ft)	164	228			8	m0		127				#311	
Internal Link Dist (ft)		440			76			86				164	
Turn Bay Length (ft)	65												
Base Capacity (vph)	285	1642			1675	1101		349				329	
Starvation Cap Reductn	0	0			559	505		142				0	
Spillback Cap Reductn	0	0			0	0		0				0	
Storage Cap Reductn	0	0			0	0		0				0	
Reduced v/c Ratio	0.65	0.34			0.47	0.08		0.82				0.77	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.6

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 31.0

Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

No Build 2022
PM Peak

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

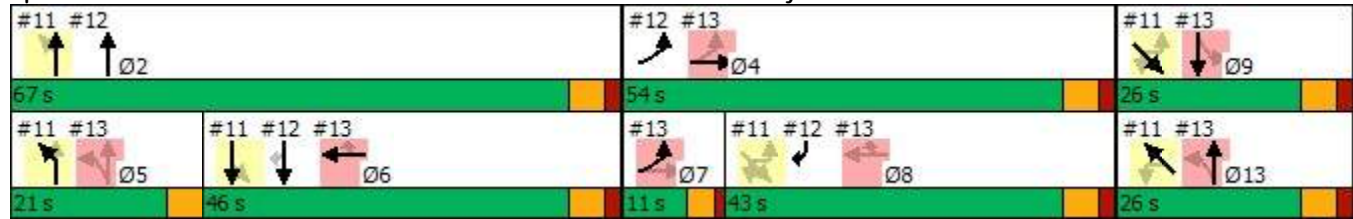
13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

No Build 2022
PM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway

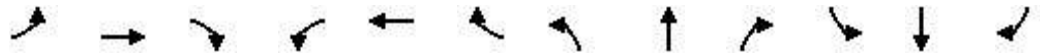


14: Woodmere Blvd & W Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	535	43	37	499	61	48	245	52	54	217	33
Future Volume (vph)	44	535	43	37	499	61	48	245	52	54	217	33
Satd. Flow (prot)	0	1925	0	0	1897	0	1574	1672	0	1589	1698	0
Flt Permitted		0.930			0.939		0.475			0.387		
Satd. Flow (perm)	0	1796	0	0	1787	0	787	1672	0	647	1698	0
Satd. Flow (RTOR)		7			11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	7%	7%	7%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	641	0	0	615	0	49	307	0	56	258	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		48.3			48.3		19.7	19.7		19.7	19.7	
Actuated g/C Ratio		0.60			0.60		0.25	0.25		0.25	0.25	
v/c Ratio		0.59			0.57		0.25	0.75		0.35	0.62	
Control Delay		10.1			13.1		25.7	38.9		29.6	32.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.1			13.1		25.7	38.9		29.6	32.7	
LOS		B			B		C	D		C	C	
Approach Delay		10.1			13.1			37.1			32.1	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)		103			165		20	141		23	114	
Queue Length 95th (ft)		113			317		44	205		52	170	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1087			1083		255	543		210	551	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.59			0.57		0.19	0.57		0.27	0.47	

Intersection Summary

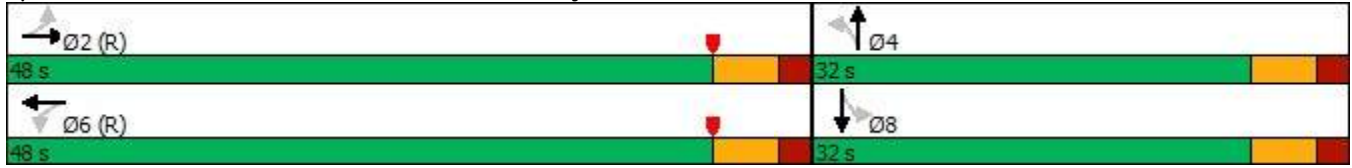
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 19.7
 Intersection Capacity Utilization 80.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 14: Woodmere Blvd & W Broadway

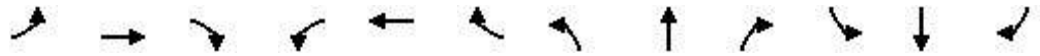


15: Prospect Ave/Derby Ave & W Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	499	28	57	566	13	117	18	164	5	9	8
Future Volume (vph)	12	499	28	57	566	13	117	18	164	5	9	8
Satd. Flow (prot)	0	1830	0	0	1763	0	0	1644	0	0	1568	0
Flt Permitted		0.984			0.911			0.862			0.923	
Satd. Flow (perm)	0	1802	0	0	1613	0	0	1444	0	0	1463	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	5%	14%	14%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	555	0	0	656	0	0	309	0	0	22	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.8			46.8			21.2			21.2	
Actuated g/C Ratio		0.58			0.58			0.26			0.26	
v/c Ratio		0.53			0.70			0.81			0.06	
Control Delay		6.8			20.1			43.7			20.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.8			20.1			43.7			20.0	
LOS		A			C			D			C	
Approach Delay		6.8			20.1			43.7			20.0	
Approach LOS		A			C			D			C	
Queue Length 50th (ft)		118			296			142			8	
Queue Length 95th (ft)		80			423			223			24	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1054			943			460			466	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.53			0.70			0.67			0.05	

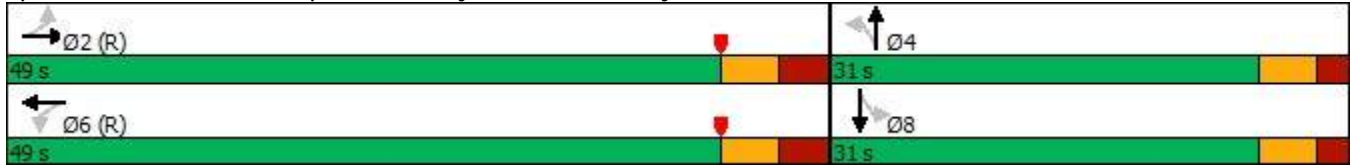
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 20.0
 Intersection LOS: C
 Intersection Capacity Utilization 94.2%
 ICU Level of Service F
 Analysis Period (min) 15

15: Prospect Ave/Derby Ave & W Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway

Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	547	61	76	522	8	49	132	53	9	92	8
Future Volume (vph)	22	547	61	76	522	8	49	132	53	9	92	8
Satd. Flow (prot)	0	1878	0	0	1803	0	0	1770	0	0	1753	0
Flt Permitted		0.971			0.855			0.913			0.971	
Satd. Flow (perm)	0	1827	0	0	1551	0	0	1632	0	0	1709	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	3%	3%	3%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	663	0	0	637	0	0	247	0	0	114	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		50.7			50.7			17.3			17.3	
Actuated g/C Ratio		0.63			0.63			0.22			0.22	
v/c Ratio		0.57			0.65			0.70			0.31	
Control Delay		7.0			7.0			39.1			27.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.0			7.0			39.1			27.0	
LOS		A			A			D			C	
Approach Delay		7.0			7.0			39.1			27.0	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		99			71			115			48	
Queue Length 95th (ft)		90			166			172			83	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1157			982			510			534	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.65			0.48			0.21	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 14 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 13.2
 Intersection Capacity Utilization 90.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service E

17: Cedarhurst Ave & W Broadway Timings

No Build 2022
PM Peak

Splits and Phases: 17: Cedarhurst Ave & W Broadway

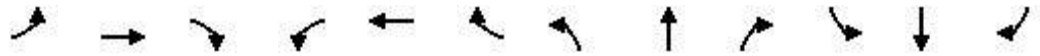


18: Washington Ave/Arlington Rd & W Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	539	41	57	541	13	94	91	90	31	33	12
Future Volume (vph)	8	539	41	57	541	13	94	91	90	31	33	12
Satd. Flow (prot)	0	1844	0	0	1745	0	0	1751	0	0	1657	0
Flt Permitted		0.991			0.905			0.983			0.980	
Satd. Flow (perm)	0	1829	0	0	1587	0	0	1751	0	0	1657	0
Satd. Flow (RTOR)		5			1			29			11	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	2%	2%	2%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	600	0	0	623	0	0	281	0	0	78	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		39.8			39.8			16.2			8.7	
Actuated g/C Ratio		0.50			0.50			0.20			0.11	
v/c Ratio		0.66			0.79			0.74			0.41	
Control Delay		23.0			25.7			38.7			35.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.0			25.7			38.7			35.0	
LOS		C			C			D			C	
Approach Delay		23.0			25.7			38.7			35.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		227			135			118			32	
Queue Length 95th (ft)		#467			#532			189			69	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		911			789			470			432	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.79			0.60			0.18	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.79

Intersection Signal Delay: 27.4

Intersection LOS: C

Intersection Capacity Utilization 92.8%

ICU Level of Service F

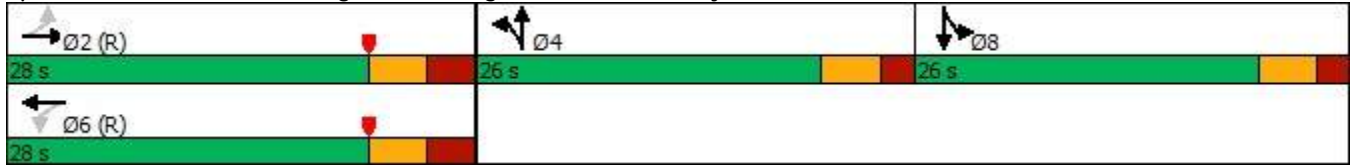
Analysis Period (min) 15

18: Washington Ave/Arlington Rd & W Broadway Timings

No Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway

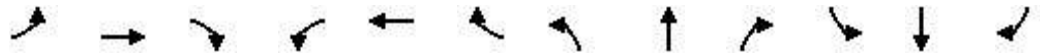


20: Rockaway Tpke & Burnside Ave/W Broadway

No Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	411	310	33	200	358	159	34	381	1	174	438	470
Future Volume (vph)	411	310	33	200	358	159	34	381	1	174	438	470
Satd. Flow (prot)	1579	3239	0	0	3252	1482	1770	3539	0	1719	1810	1538
Flt Permitted	0.950	0.984			0.982		0.504			0.378		
Satd. Flow (perm)	1579	3239	0	0	3252	1482	939	3539	0	684	1810	1538
Satd. Flow (RTOR)		5				101						128
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	9%	9%	9%	2%	2%	2%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	251	518	0	0	569	162	35	390	0	178	447	480
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	26.1	26.1			25.5	43.6	32.3	32.3		51.4	50.4	82.5
Actuated g/C Ratio	0.22	0.22			0.21	0.36	0.27	0.27		0.43	0.42	0.69
v/c Ratio	0.73	0.73			0.82	0.27	0.14	0.41		0.44	0.59	0.44
Control Delay	56.5	49.6			55.6	10.8	53.2	48.1		27.4	32.3	7.6
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	56.5	49.6			55.6	10.8	53.2	48.1		27.4	32.3	7.6
LOS	E	D			E	B	D	D		C	C	A
Approach Delay		51.8			45.7			48.5			20.8	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	196	201			219	30	22	134		90	273	109
Queue Length 95th (ft)	301	265			286	77	m48	203		146	390	174
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	370	764			744	615	265	999		430	784	1096
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.68	0.68			0.76	0.26	0.13	0.39		0.41	0.57	0.44

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 38 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.82

Intersection Signal Delay: 38.6

Intersection LOS: D

Intersection Capacity Utilization 89.8%

ICU Level of Service E






Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

No Build 2022
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway

 Ø1 21s	 Ø2 (R) 33s	 Ø4 33s	 Ø8 33s
 Ø6 (R) 54s			

22: Rockaway Tpke & Central Ave
Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	261	37	52	251	116	51	297	61	133	228	159
Future Volume (vph)	122	261	37	52	251	116	51	297	61	133	228	159
Satd. Flow (prot)	1752	1810	0	1752	1758	0	1719	1764	0	1736	1714	0
Flt Permitted	0.215			0.446			0.376			0.319		
Satd. Flow (perm)	397	1810	0	823	1758	0	680	1764	0	583	1714	0
Satd. Flow (RTOR)								9				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	314	0	55	386	0	54	377	0	140	407	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	46.4	37.2		39.3	31.7		50.6	43.0		57.1	48.1	
Actuated g/C Ratio	0.39	0.31		0.33	0.26		0.42	0.36		0.48	0.40	
v/c Ratio	0.46	0.56		0.17	0.83		0.15	0.59		0.37	0.59	
Control Delay	27.1	38.7		21.2	57.2		19.7	37.5		16.0	34.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.1	38.7		21.2	57.2		19.7	37.5		16.0	34.1	
LOS	C	D		C	E		B	D		B	C	
Approach Delay		35.4			52.7			35.3			29.5	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	61	205		25	280		22	237		57	315	
Queue Length 95th (ft)	95	286		47	376		50	377		m99	#449	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	290	584		392	556		415	638		397	687	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.54		0.14	0.69		0.13	0.59		0.35	0.59	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 37.7

Intersection LOS: D

Intersection Capacity Utilization 73.7%

ICU Level of Service D

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings




No Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave

 Ø1 18 s	 Ø2 (R) 40 s	 Ø3 18 s	 Ø4 44 s
 Ø5 18 s	 Ø6 (R) 40 s	 Ø7 18 s	 Ø8 44 s

23: Washington Ave & Central Ave Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	377	20	27	346	55	27	95	50	69	132	152
Future Volume (vph)	88	377	20	27	346	55	27	95	50	69	132	152
Satd. Flow (prot)	0	1817	0	0	1808	0	0	1776	0	0	1754	0
Flt Permitted		0.844			0.950			0.912			0.892	
Satd. Flow (perm)	0	1548	0	0	1723	0	0	1633	0	0	1581	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	528	0	0	465	0	0	186	0	0	383	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.7			25.7			19.2			19.2	
Actuated g/C Ratio		0.45			0.45			0.33			0.33	
v/c Ratio		0.76			0.60			0.34			0.72	
Control Delay		23.0			16.8			16.9			26.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.0			16.8			16.9			26.2	
LOS		C			B			B			C	
Approach Delay		23.0			16.8			16.9			26.2	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		144			114			45			109	
Queue Length 95th (ft)		#308			230			102			225	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		895			997			767			743	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.47			0.24			0.52	

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 57.4
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.2
 Intersection Capacity Utilization 89.4%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

23: Washington Ave & Central Ave Timings

No Build 2022
PM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave
Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	386	17	13	375	85	36	45	25	0	0	0
Future Volume (vph)	81	386	17	13	375	85	36	45	25	0	0	0
Satd. Flow (prot)	0	2042	0	0	1959	0	0	1891	0	0	0	0
Flt Permitted		0.858			0.981			0.983				
Satd. Flow (perm)	0	1767	0	0	1924	0	0	1891	0	0	0	0
Satd. Flow (RTOR)					21							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	504	0	0	494	0	0	111	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		20.9			20.9			10.4				
Actuated g/C Ratio		0.48			0.48			0.24				
v/c Ratio		0.59			0.53			0.24				
Control Delay		11.7			10.0			15.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		11.7			10.0			15.4				
LOS		B			A			B				
Approach Delay		11.7			10.0			15.4				
Approach LOS		B			A			B				
Queue Length 50th (ft)		78			70			21				
Queue Length 95th (ft)		160			142			57				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1307			1429			1137				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.39			0.35			0.10				

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 43.4	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

24: Spruce St & Central Ave Timings

No Build 2022
PM Peak

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	287	30	41	307	104	43	124	49	70	114	99
Future Volume (vph)	66	287	30	41	307	104	43	124	49	70	114	99
Satd. Flow (prot)	0	2090	0	0	2035	0	0	1771	0	0	1720	0
Flt Permitted		0.863			0.931			0.888			0.867	
Satd. Flow (perm)	0	1820	0	0	1905	0	0	1589	0	0	1509	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	417	0	0	492	0	0	235	0	0	308	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.5			21.5			15.3			15.3	
Actuated g/C Ratio		0.44			0.44			0.31			0.31	
v/c Ratio		0.52			0.59			0.47			0.65	
Control Delay		14.2			15.2			17.0			21.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.2			15.2			17.0			21.8	
LOS		B			B			B			C	
Approach Delay		14.2			15.2			17.0			21.8	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		77			95			50			70	
Queue Length 95th (ft)		190			228			116			158	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1022			1069			1024			973	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.41			0.46			0.23			0.32	

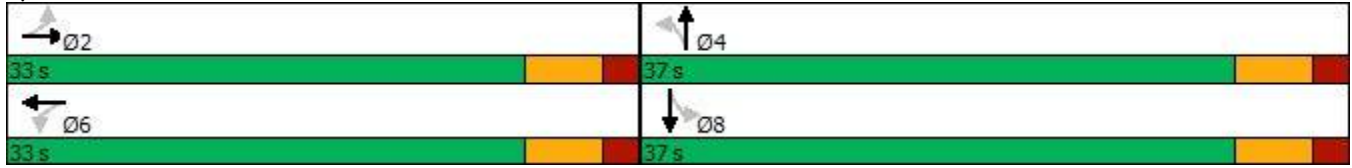
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 49.1	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 16.6	Intersection LOS: B
Intersection Capacity Utilization 67.3%	ICU Level of Service C
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

No Build 2022
PM Peak

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	317	9	6	247	50	17	70	3	42	48	86
Future Volume (vph)	118	317	9	6	247	50	17	70	3	42	48	86
Satd. Flow (prot)	0	1815	0	0	1768	0	0	1769	0	0	1719	0
Flt Permitted		0.813			0.991			0.912			0.895	
Satd. Flow (perm)	0	1495	0	0	1754	0	0	1628	0	0	1557	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	0	0	322	0	0	95	0	0	187	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		24.9			24.9			12.7			12.7	
Actuated g/C Ratio		0.50			0.50			0.26			0.26	
v/c Ratio		0.63			0.36			0.23			0.47	
Control Delay		14.4			9.0			16.1			20.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.4			9.0			16.1			20.1	
LOS		B			A			B			C	
Approach Delay		14.4			9.0			16.1			20.1	
Approach LOS		B			A			B			C	
Queue Length 50th (ft)		85			45			18			38	
Queue Length 95th (ft)		202			108			58			108	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		978			1154			865			828	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.48			0.28			0.11			0.23	

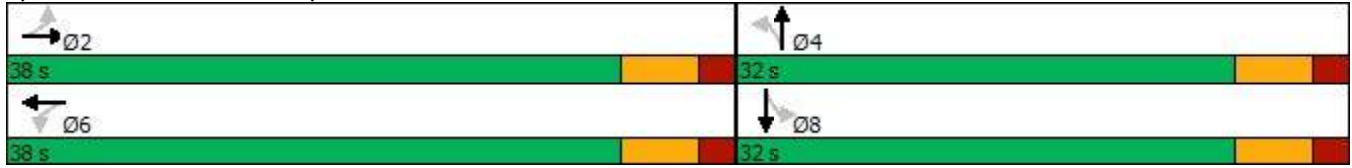
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 49.8	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.63	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 70.2%	ICU Level of Service C
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

No Build 2022
PM Peak

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave
Timings

No Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	184	67	12	168	30	36	187	16	17	156	65
Future Volume (vph)	111	184	67	12	168	30	36	187	16	17	156	65
Satd. Flow (prot)	0	2008	0	0	2023	0	0	1862	0	0	1946	0
Flt Permitted		0.844			0.976			0.919			0.969	
Satd. Flow (perm)	0	1720	0	0	1980	0	0	1725	0	0	1893	0
Satd. Flow (RTOR)		27			20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	214	0	0	244	0	0	242	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		23.5			23.5			11.7			11.7	
Actuated g/C Ratio		0.58			0.58			0.29			0.29	
v/c Ratio		0.37			0.19			0.49			0.44	
Control Delay		8.3			6.8			16.1			15.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.3			6.8			16.1			15.0	
LOS		A			A			B			B	
Approach Delay		8.3			6.8			16.1			15.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		44			22			47			46	
Queue Length 95th (ft)		114			61			94			91	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		1008			1156			857			941	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.37			0.19			0.28			0.26	

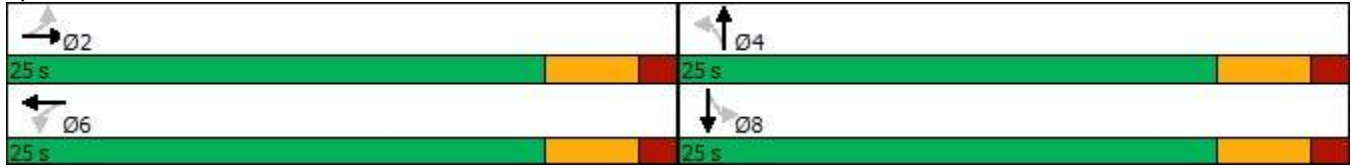
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 40.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.49	
Intersection Signal Delay: 11.3	Intersection LOS: B
Intersection Capacity Utilization 66.6%	ICU Level of Service C
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

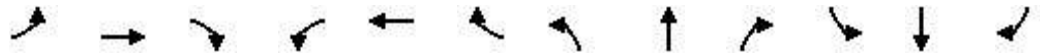
No Build 2022
PM Peak

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	749	0	0	713	23	0	0	0	13	0	51
Future Volume (Veh/h)	73	749	0	0	713	23	0	0	0	13	0	51
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	75	772	0	0	735	24	0	0	0	13	0	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		423			1143							
pX, platoon unblocked	0.90			0.76			0.81	0.81	0.76	0.81	0.81	0.90
vC, conflicting volume	759			772			1722	1681	772	1669	1669	747
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	681			547			1508	1458	547	1443	1443	667
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			100			100	100	100	84	100	87
cM capacity (veh/h)	820			773			66	96	413	83	97	415
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	847	759	0	66								
Volume Left	75	0	0	13								
Volume Right	0	24	0	53								
cSH	820	773	1700	232								
Volume to Capacity	0.09	0.00	0.00	0.28								
Queue Length 95th (ft)	8	0	0	28								
Control Delay (s)	2.4	0.0	0.0	26.6								
Lane LOS	A		A	D								
Approach Delay (s)	2.4	0.0	0.0	26.6								
Approach LOS			A	D								
Intersection Summary												
Average Delay			2.2									
Intersection Capacity Utilization			96.2%		ICU Level of Service					F		
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	608	47	103	634	0	0
Future Volume (Veh/h)	608	47	103	634	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	640	49	108	667	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.76		
vC, conflicting volume	689			1548 664		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	689			1562 664		
tC, single (s)	4.2			6.5 6.3		
tC, 2 stage (s)						
tF (s)	2.3			3.6 3.4		
p0 queue free %	88			100 100		
cM capacity (veh/h)	878			80 452		
Direction, Lane #	EB 1	WB 1				
Volume Total	689	775				
Volume Left	0	108				
Volume Right	49	0				
cSH	1700	878				
Volume to Capacity	0.41	0.12				
Queue Length 95th (ft)	0	10				
Control Delay (s)	0.0	3.0				
Lane LOS		A				
Approach Delay (s)	0.0	3.0				
Approach LOS						
Intersection Summary						
Average Delay	1.6					
Intersection Capacity Utilization	80.6%			ICU Level of Service	D	
Analysis Period (min)	15					

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Volume (veh/h)	485	0	0	717	0	168
Future Volume (Veh/h)	485	0	0	717	0	168
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	505	0	0	747	0	175
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.75	
vC, conflicting volume			505	1252		252
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			505	1167		252
tC, single (s)			4.3	6.9		7.0
tC, 2 stage (s)						
tF (s)			2.3	3.5		3.3
p0 queue free %			100	100		76
cM capacity (veh/h)			1008	136		738
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	252	252	747	175		
Volume Left	0	0	0	0		
Volume Right	0	0	0	175		
cSH	1700	1700	1700	738		
Volume to Capacity	0.15	0.15	0.44	0.24		
Queue Length 95th (ft)	0	0	0	23		
Control Delay (s)	0.0	0.0	0.0	11.4		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	11.4		
Approach LOS				B		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			41.1%	ICU Level of Service		A
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	414	161	9	672
Future Volume (Veh/h)	0	0	414	161	9	672
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	460	179	10	747
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.81					
vC, conflicting volume	1316	320			639	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1273	320			639	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	127	676			921	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	307	332	757			
Volume Left	0	0	10			
Volume Right	0	179	0			
cSH	1700	1700	921			
Volume to Capacity	0.18	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.3			
Lane LOS			A			
Approach Delay (s)	0.0		0.3			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			45.9%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	367	46	14	328	0	0	0	0	49	28	129
Future Volume (vph)	0	367	46	14	328	0	0	0	0	49	28	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	386	48	15	345	0	0	0	0	52	29	136
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	434	360	217									
Volume Left (vph)	0	15	52									
Volume Right (vph)	48	0	136									
Hadj (s)	0.00	0.04	-0.21									
Departure Headway (s)	5.1	5.2	5.7									
Degree Utilization, x	0.61	0.52	0.34									
Capacity (veh/h)	685	666	574									
Control Delay (s)	15.7	13.7	11.5									
Approach Delay (s)	15.7	13.7	11.5									
Approach LOS	C	B	B									
Intersection Summary												
Delay			14.1									
Level of Service			B									
Intersection Capacity Utilization			47.4%	ICU Level of Service			A					
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

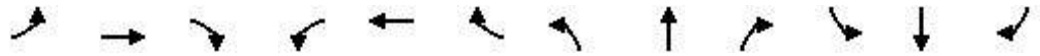
No Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	1	0	10	0	55	0	0	32	0
Future Volume (vph)	0	0	0	1	0	10	0	55	0	0	32	0
Peak Hour Factor	0.92	0.92	0.92	0.73	0.92	0.73	0.92	0.73	0.73	0.73	0.73	0.92
Hourly flow rate (vph)	0	0	0	1	0	14	0	75	0	0	44	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	15	75	44								
Volume Left (vph)	0	1	0	0								
Volume Right (vph)	0	14	0	0								
Hadj (s)	0.00	0.24	0.07	0.27								
Departure Headway (s)	4.2	4.4	4.0	4.3								
Degree Utilization, x	0.00	0.02	0.08	0.05								
Capacity (veh/h)	841	794	873	832								
Control Delay (s)	7.2	7.5	7.4	7.5								
Approach Delay (s)	0.0	7.5	7.4	7.5								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.5									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	4	0	0	0	0	31	14	1	16	0	15
Future Volume (vph)	3	4	0	0	0	0	31	14	1	16	0	15
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	4	6	0	0	0	0	44	20	1	23	0	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	10	0	65	44								
Volume Left (vph)	4	0	44	23								
Volume Right (vph)	0	0	1	21								
Hadj (s)	0.08	0.00	0.40	-0.18								
Departure Headway (s)	4.2	4.1	4.4	3.8								
Degree Utilization, x	0.01	0.00	0.08	0.05								
Capacity (veh/h)	827	848	811	935								
Control Delay (s)	7.3	7.1	7.7	7.0								
Approach Delay (s)	7.3	0.0	7.7	7.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			13.5%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	125	0	23	163	57	0	62	56	41	43	16
Future Volume (vph)	13	125	0	23	163	57	0	62	56	41	43	16
Satd. Flow (prot)	0	1835	0	0	1796	0	0	1744	0	0	1768	0
Flt Permitted		0.969			0.971						0.811	
Satd. Flow (perm)	0	1787	0	0	1753	0	0	1744	0	0	1463	0
Satd. Flow (RTOR)					29						13	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	253	0	0	123	0	0	105	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.5			61.5			11.3			11.3	
Actuated g/C Ratio		0.77			0.77			0.14			0.14	
v/c Ratio		0.10			0.19			0.50			0.48	
Control Delay		3.9			3.0			38.3			34.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.9			3.0			38.3			34.6	
LOS		A			A			D			C	
Approach Delay		3.9			3.0			38.3			34.6	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		18			22			58			43	
Queue Length 95th (ft)		41			26			103			86	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		1374			1355			577			493	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.19			0.21			0.21	

Intersection Summary

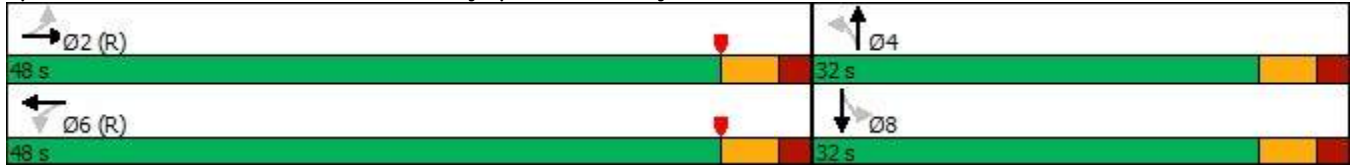
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 38.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

1: Meadow Ln/Rockaway Tpke & Broadway Timings

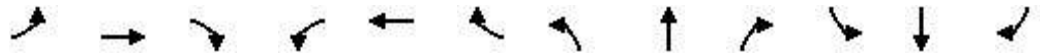
No Build 2022
Saturday Middy

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	245	3	19	232	8	3	7	57	12	8	1
Future Volume (vph)	7	245	3	19	232	8	3	7	57	12	8	1
Satd. Flow (prot)	0	1797	0	0	1848	0	0	1788	0	0	1944	0
Flt Permitted		0.993			0.972			0.984			0.829	
Satd. Flow (perm)	0	1786	0	0	1803	0	0	1763	0	0	1656	0
Satd. Flow (RTOR)		1										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	271	0	0	276	0	0	71	0	0	23	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.8			62.8			9.2			9.2	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.19			0.20			0.35			0.12	
Control Delay		2.3			5.6			37.1			32.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.3			5.6			37.1			32.4	
LOS		A			A			D			C	
Approach Delay		2.3			5.6			37.1			32.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		20			61			34			11	
Queue Length 95th (ft)		37			133			70			31	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1401			1414			572			538	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.19			0.20			0.12			0.04	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 55

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 8.7

Intersection LOS: A

Intersection Capacity Utilization 38.3%

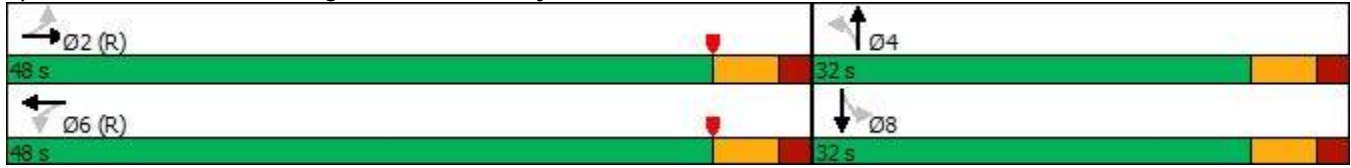
ICU Level of Service A

Analysis Period (min) 15

2: Washington Ave & Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	321	259	6	4	4
Future Volume (vph)	1	321	259	6	4	4
Satd. Flow (prot)	1652	1863	2043	0	1676	0
Flt Permitted	0.590				0.976	
Satd. Flow (perm)	1026	1863	2043	0	1676	0
Satd. Flow (RTOR)			2		4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	334	276	0	8	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	76.3	76.3	76.3		6.2	
Actuated g/C Ratio	0.95	0.95	0.95		0.08	
v/c Ratio	0.00	0.19	0.14		0.06	
Control Delay	1.0	1.1	0.3		28.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	1.0	1.1	0.3		28.0	
LOS	A	A	A		C	
Approach Delay		1.1	0.3		28.0	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		2	
Queue Length 95th (ft)	m1	50	11		15	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	978	1776	1947		589	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.00	0.19	0.14		0.01	

Intersection Summary

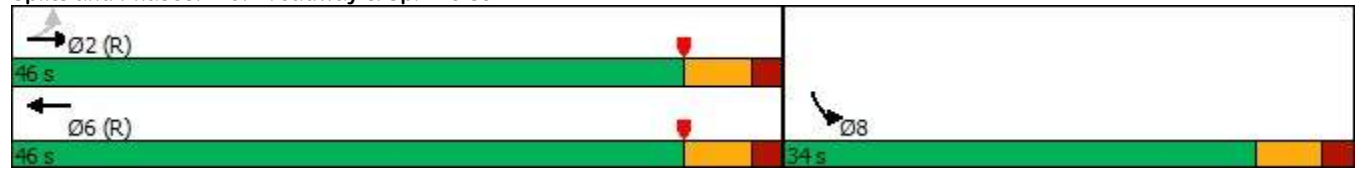
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.19
 Intersection Signal Delay: 1.1
 Intersection Capacity Utilization 31.9%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

3: Broadway & Spruce St Timings

No Build 2022
Saturday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	311	4	1	246	18	2	4	2	28	1	10
Future Volume (vph)	7	311	4	1	246	18	2	4	2	28	1	10
Satd. Flow (prot)	0	1795	0	0	1846	0	0	1947	0	0	1949	0
Flt Permitted		0.994			0.999			0.911			0.780	
Satd. Flow (perm)	0	1786	0	0	1844	0	0	1793	0	0	1575	0
Satd. Flow (RTOR)		1			7			2			11	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	366	0	0	301	0	0	9	0	0	44	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		68.3			68.3			8.3			8.3	
Actuated g/C Ratio		0.85			0.85			0.10			0.10	
v/c Ratio		0.24			0.19			0.05			0.25	
Control Delay		2.3			1.6			29.5			30.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.3			1.6			29.5			30.3	
LOS		A			A			C			C	
Approach Delay		2.3			1.6			29.5			30.3	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		49			25			3			16	
Queue Length 95th (ft)		69			17			16			44	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1524			1574			572			509	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.24			0.19			0.02			0.09	

Intersection Summary

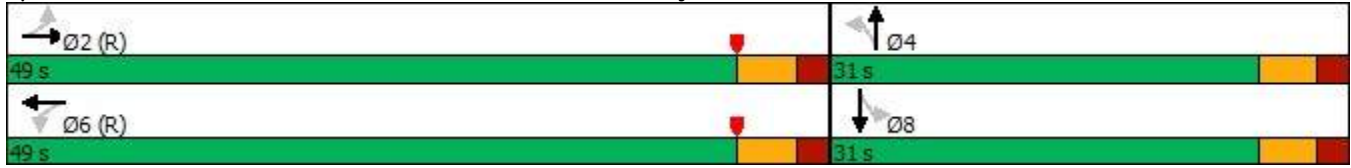
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 37.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

No Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	379	281	0	9	9
Future Volume (vph)	0	379	281	0	9	9
Satd. Flow (prot)	0	1863	1863	0	1615	0
Flt Permitted					0.976	
Satd. Flow (perm)	0	1863	1863	0	1615	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	403	299	0	20	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		72.4	72.4		8.0	
Actuated g/C Ratio		0.90	0.90		0.10	
v/c Ratio		0.24	0.18		0.12	
Control Delay		1.8	1.3		34.7	
Queue Delay		0.0	0.0		0.0	
Total Delay		1.8	1.3		34.7	
LOS		A	A		C	
Approach Delay		1.8	1.3		34.7	
Approach LOS		A	A		C	
Queue Length 50th (ft)		0	0		9	
Queue Length 95th (ft)		89	6		29	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1685	1685		514	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.24	0.18		0.04	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 2.5
 Intersection Capacity Utilization 35.8%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

5: Broadway & Grove Ave Timings

No Build 2022
Saturday MIDDAY

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

No Build 2022
Saturday Midday



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	387	16	20	276	6	8
Future Volume (vph)	387	16	20	276	6	8
Satd. Flow (prot)	1853	0	0	1857	1702	0
Flt Permitted				0.962	0.979	
Satd. Flow (perm)	1853	0	0	1792	1702	0
Satd. Flow (RTOR)	4				9	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	438	0	0	322	16	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	76.1			76.1	6.3	
Actuated g/C Ratio	0.95			0.95	0.08	
v/c Ratio	0.25			0.19	0.11	
Control Delay	1.1			1.1	25.5	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.1			1.1	25.5	
LOS	A			A	C	
Approach Delay	1.1			1.1	25.5	
Approach LOS	A			A	C	
Queue Length 50th (ft)	0			0	3	
Queue Length 95th (ft)	108			17	21	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1764			1705	559	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.25			0.19	0.03	

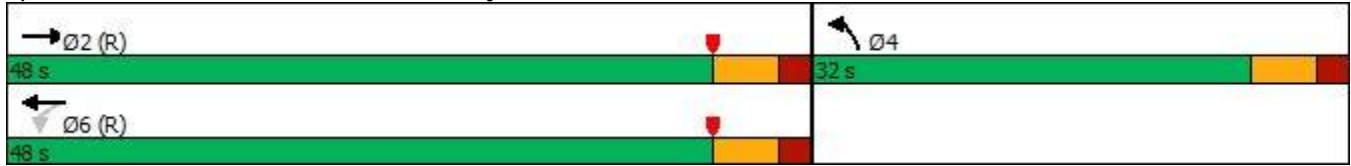
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.25
 Intersection Signal Delay: 1.6
 Intersection Capacity Utilization 46.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

7: Meadow Dr & Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	353	13	7	283	41	18	19	6	39	25	23
Future Volume (vph)	17	353	13	7	283	41	18	19	6	39	25	23
Satd. Flow (prot)	0	1790	0	0	1768	0	0	1908	0	0	1895	0
Flt Permitted		0.979			0.992			0.856			0.834	
Satd. Flow (perm)	0	1756	0	0	1756	0	0	1667	0	0	1616	0
Satd. Flow (RTOR)					14						24	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	425	0	0	368	0	0	48	0	0	97	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.5			62.5			10.7			10.7	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.31			0.27			0.22			0.41	
Control Delay		6.7			4.8			33.1			29.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.7			4.8			33.1			29.9	
LOS		A			A			C			C	
Approach Delay		6.7			4.8			33.1			29.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		108			34			22			34	
Queue Length 95th (ft)		218			139			51			76	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1372			1375			531			531	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.31			0.27			0.09			0.18	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.41
 Intersection Signal Delay: 9.7
 Intersection Capacity Utilization 45.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

8: Woodmere Blvd & Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway

Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	368	10	27	308	30	19	16	26	29	22	27
Future Volume (vph)	23	368	10	27	308	30	19	16	26	29	22	27
Satd. Flow (prot)	0	1913	0	0	1896	0	0	1728	0	0	1801	0
Flt Permitted		0.969			0.954			0.903			0.886	
Satd. Flow (perm)	0	1860	0	0	1816	0	0	1584	0	0	1625	0
Satd. Flow (RTOR)		3						29			30	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	440	0	0	401	0	0	68	0	0	86	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		63.6			63.6			9.2			9.2	
Actuated g/C Ratio		0.80			0.80			0.12			0.12	
v/c Ratio		0.30			0.28			0.33			0.40	
Control Delay		1.5			2.7			25.2			28.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.5			2.7			25.2			28.4	
LOS		A			A			C			C	
Approach Delay		1.5			2.7			25.2			28.4	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		11			24			18			27	
Queue Length 95th (ft)		17			65			53			65	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1479			1443			524			538	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.28			0.13			0.16	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 42.6%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

9: Brower Ave/Irving Pl & Broadway Timings

No Build 2022
Saturday MIDDAY

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	462	10	44	369	37	12	65	63	54	58	78
Future Volume (vph)	69	462	10	44	369	37	12	65	63	54	58	78
Satd. Flow (prot)	0	2033	0	0	2016	0	0	1759	0	0	1734	0
Flt Permitted		0.892			0.914			0.959			0.836	
Satd. Flow (perm)	0	1824	0	0	1852	0	0	1694	0	0	1470	0
Satd. Flow (RTOR)											47	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	563	0	0	469	0	0	147	0	0	197	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.4			54.4			13.6			13.6	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.45			0.37			0.51			0.68	
Control Delay		6.2			7.3			35.4			35.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			7.3			35.4			35.0	
LOS		A			A			D			D	
Approach Delay		6.2			7.3			35.4			35.0	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)		88			85			68			71	
Queue Length 95th (ft)		135			174			112			127	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1240			1259			550			509	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.37			0.27			0.39	

Intersection Summary

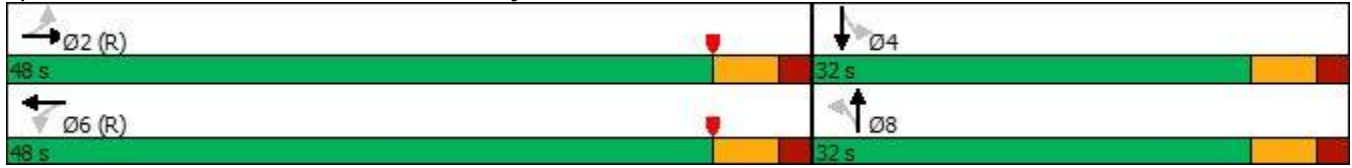
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 13.8
 Intersection Capacity Utilization 75.0%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

10: Franklin Ave & Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

No Build 2022

Timings

Saturday Midday



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕	
Traffic Volume (vph)	122	451	44	36	401	1	3	71	104	23	65	8
Future Volume (vph)	122	451	44	36	401	1	3	71	104	23	65	8
Satd. Flow (prot)	0	3465	0	0	3525	0	0	1735	1478	0	2020	0
Flt Permitted		0.455			0.815						0.917	
Satd. Flow (perm)	0	1593	0	0	2884	0	0	1739	1478	0	1875	0
Satd. Flow (RTOR)		7							114		3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	678	0	0	482	0	0	81	114	0	105	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		29.1			29.1			29.5	35.5		19.2	
Actuated g/C Ratio		0.33			0.33			0.34	0.40		0.22	
v/c Ratio		0.59			0.50			0.14	0.17		0.26	
Control Delay		26.3			4.9			5.9	1.8		32.2	
Queue Delay		0.2			0.1			0.4	1.0		0.1	
Total Delay		26.5			5.0			6.3	2.8		32.3	
LOS		C			A			A	A		C	
Approach Delay		26.5			5.0			4.2			32.3	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)		162			8			7	4		47	
Queue Length 95th (ft)		226			11			m23	6		107	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2436			1328			603	701		434	
Starvation Cap Reductn		0			137			281	404		0	
Spillback Cap Reductn		813			0			0	0		42	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.42			0.40			0.25	0.38		0.27	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 56.4%

ICU Level of Service B

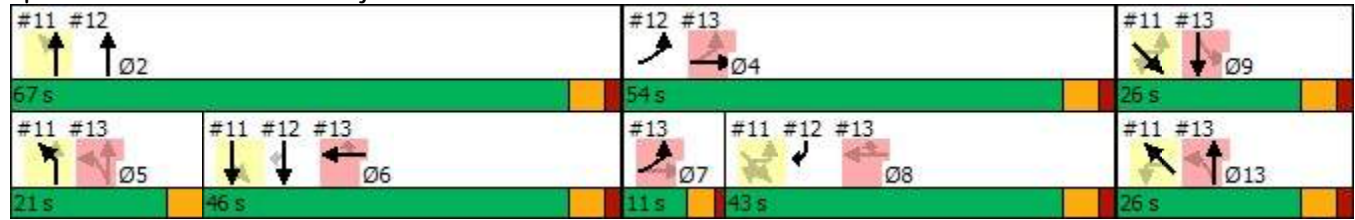
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

No Build 2022
Saturday MIDDAY

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

No Build 2022
Saturday MIDDAY

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

No Build 2022
Saturday MIDDAY



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	286	0	0	445	443	414				
Future Volume (vph)	286	0	0	445	443	414				
Satd. Flow (prot)	3286	0	0	3539	3014	1379				
Flt Permitted	0.950									
Satd. Flow (perm)	3286	0	0	3539	3014	1379				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	2%	2%	3%	3%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						36%				
Lane Group Flow (vph)	318	0	0	494	658	294				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	21.5			29.1	29.1	39.5				
Actuated g/C Ratio	0.24			0.33	0.33	0.45				
v/c Ratio	0.40			0.42	0.66	0.48				
Control Delay	8.4			4.8	28.6	11.8				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	8.4			4.9	28.6	11.8				
LOS	A			A	C	B				
Approach Delay	8.4			4.9	23.4					
Approach LOS	A			A	C					
Queue Length 50th (ft)	13			13	170	74				
Queue Length 95th (ft)	19			17	241	117				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1816			2486	1388	1057				
Starvation Cap Reductn	135			247	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.19			0.22	0.47	0.28				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 34.8%

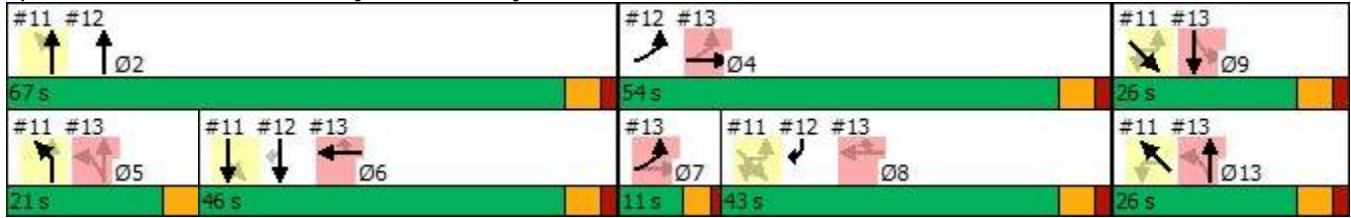
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

No Build 2022

Timings

Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	273	82	0	362	67	59	125	0	15	88	94
Future Volume (vph)	135	273	82	0	362	67	59	125	0	15	88	94
Satd. Flow (prot)	1770	3415	0	0	3240	1449	0	1851	0	0	1754	0
Flt Permitted	0.515							0.000			0.969	
Satd. Flow (perm)	959	3415	0	0	3240	1449	0	0	0	0	1706	0
Satd. Flow (RTOR)		29				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	150	394	0	0	402	74	0	205	0	0	219	0
Turn Type	pm+pt	NA			NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7			6 8	6 8	13 5	5		9		
Detector Phase	7	4			6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0			10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0			16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0			46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%			31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0			4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None			Min			None		None	None	
Act Effct Green (s)	23.5	21.5			39.5	39.5		19.2			19.2	
Actuated g/C Ratio	0.27	0.24			0.45	0.45		0.22			0.22	
v/c Ratio	0.47	0.46			0.28	0.11		0.51			0.59	
Control Delay	33.6	29.5			2.0	0.3		43.3			40.4	
Queue Delay	0.0	0.0			0.1	0.0		10.7			0.0	
Total Delay	33.6	29.5			2.1	0.4		54.0			40.4	
LOS	C	C			A	A		D			D	
Approach Delay		30.6			1.8			54.0			40.4	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	67	91			5	0		85			108	
Queue Length 95th (ft)	136	155			7	0		185			215	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	321	1901			1887	1314		426			393	
Starvation Cap Reductn	0	0			528	376		188			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.47	0.21			0.30	0.08		0.86			0.56	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 25.9

Intersection LOS: C

Intersection Capacity Utilization 56.6%

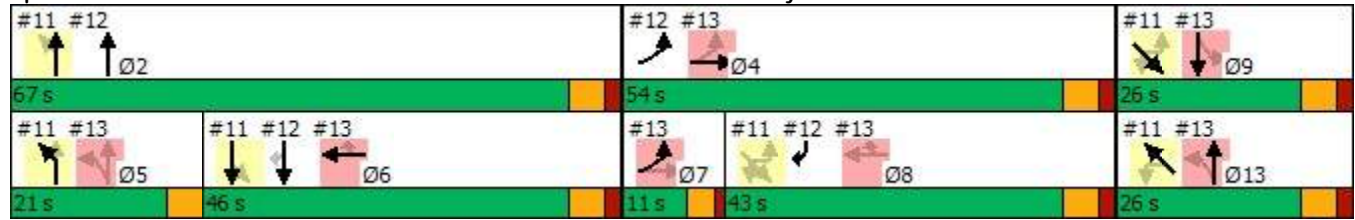
ICU Level of Service B

Analysis Period (min) 15

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

No Build 2022
Saturday MIDDAY

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

14: Woodmere Blvd & W Broadway

Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	323	20	22	237	32	19	76	20	13	59	10
Future Volume (vph)	15	323	20	22	237	32	19	76	20	13	59	10
Satd. Flow (prot)	0	1950	0	0	1930	0	1668	1762	0	1652	1761	0
Flt Permitted		0.983			0.962		0.709			0.691		
Satd. Flow (perm)	0	1921	0	0	1864	0	1245	1762	0	1201	1761	0
Satd. Flow (RTOR)		6			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	381	0	0	309	0	20	102	0	14	74	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.6			61.6		10.0	10.0		10.0	10.0	
Actuated g/C Ratio		0.77			0.77		0.12	0.12		0.12	0.12	
v/c Ratio		0.26			0.21		0.13	0.46		0.09	0.34	
Control Delay		4.2			4.1		31.3	38.6		30.5	35.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.2			4.1		31.3	38.6		30.5	35.1	
LOS		A			A		C	D		C	D	
Approach Delay		4.2			4.1			37.4			34.3	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		63			39		9	48		6	34	
Queue Length 95th (ft)		128			80		27	90		22	69	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1481			1438		404	572		390	572	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.21		0.05	0.18		0.04	0.13	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 11.6
 Intersection Capacity Utilization 40.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

14: Woodmere Blvd & W Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway

Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	291	13	14	290	7	40	5	35	6	3	2
Future Volume (vph)	4	291	13	14	290	7	40	5	35	6	3	2
Satd. Flow (prot)	0	1832	0	0	1835	0	0	1678	0	0	1804	0
Flt Permitted		0.996			0.980			0.837			0.857	
Satd. Flow (perm)	0	1826	0	0	1802	0	0	1439	0	0	1591	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	0	0	354	0	0	91	0	0	12	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.4			61.4			10.6			10.6	
Actuated g/C Ratio		0.77			0.77			0.13			0.13	
v/c Ratio		0.25			0.26			0.48			0.06	
Control Delay		2.1			4.4			40.0			29.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.1			4.4			40.0			29.1	
LOS		A			A			D			C	
Approach Delay		2.1			4.4			40.0			29.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		17			65			43			5	
Queue Length 95th (ft)		27			125			81			19	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1401			1382			458			507	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.26			0.20			0.02	

Intersection Summary

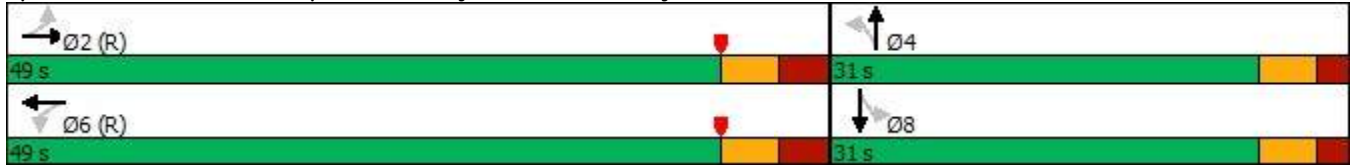
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 7.8
 Intersection Capacity Utilization 40.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

15: Prospect Ave/Derby Ave & W Broadway Timings

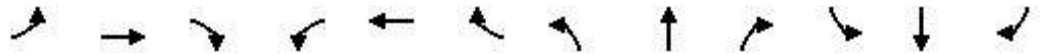
No Build 2022
Saturday Middy

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	299	18	14	281	7	19	27	15	3	25	6
Future Volume (vph)	11	299	18	14	281	7	19	27	15	3	25	6
Satd. Flow (prot)	0	1889	0	0	1878	0	0	1725	0	0	1825	0
Flt Permitted		0.987			0.981			0.881			0.966	
Satd. Flow (perm)	0	1868	0	0	1846	0	0	1543	0	0	1770	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	361	0	0	332	0	0	67	0	0	37	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.6			62.6			9.4			9.4	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.25			0.23			0.37			0.18	
Control Delay		3.5			1.9			38.1			33.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.5			1.9			38.1			33.1	
LOS		A			A			D			C	
Approach Delay		3.5			1.9			38.1			33.1	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		40			24			32			17	
Queue Length 95th (ft)		82			36			67			43	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1462			1445			482			553	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.23			0.14			0.07	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 11 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.37
 Intersection Signal Delay: 7.1
 Intersection Capacity Utilization 39.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

17: Cedarhurst Ave & W Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway

Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	331	11	17	275	2	22	2	25	4	8	3
Future Volume (vph)	3	331	11	17	275	2	22	2	25	4	8	3
Satd. Flow (prot)	0	1837	0	0	1820	0	0	1696	0	0	1727	0
Flt Permitted		0.998			0.971			0.978			0.988	
Satd. Flow (perm)	0	1834	0	0	1772	0	0	1696	0	0	1727	0
Satd. Flow (RTOR)		2						27			3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	379	0	0	323	0	0	53	0	0	16	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		65.3			65.3			7.0			6.3	
Actuated g/C Ratio		0.82			0.82			0.09			0.08	
v/c Ratio		0.25			0.22			0.31			0.12	
Control Delay		4.8			3.5			24.7			31.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.8			3.5			24.7			31.8	
LOS		A			A			C			C	
Approach Delay		4.8			3.5			24.7			31.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		42			21			12			6	
Queue Length 95th (ft)		150			181			44			24	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		1498			1447			454			444	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.22			0.12			0.04	

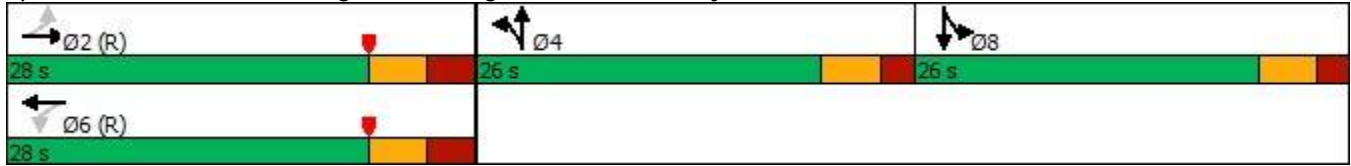
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 75
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.31
 Intersection Signal Delay: 6.2
 Intersection Capacity Utilization 40.6%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

18: Washington Ave/Arlington Rd & W Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway

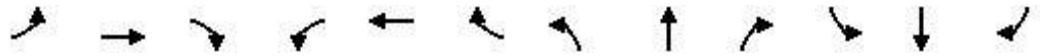


20: Rockaway Tpke & Burnside Ave/W Broadway

No Build 2022

Timings

Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	173	26	61	146	115	20	210	3	94	193	325
Future Volume (vph)	347	173	26	61	146	115	20	210	3	94	193	325
Satd. Flow (prot)	1579	3216	0	0	3452	1568	1752	3498	0	1752	1845	1568
Flt Permitted	0.950	0.978			0.985		0.633			0.562		
Satd. Flow (perm)	1579	3216	0	0	3452	1568	1168	3498	0	1037	1845	1568
Satd. Flow (RTOR)		6				119		1				335
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	186	377	0	0	214	119	21	219	0	97	199	335
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	21.5	21.5			13.5	27.2	53.3	53.3		68.0	67.0	94.5
Actuated g/C Ratio	0.18	0.18			0.11	0.23	0.44	0.44		0.57	0.56	0.79
v/c Ratio	0.66	0.65			0.55	0.27	0.04	0.14		0.15	0.19	0.26
Control Delay	56.3	49.7			55.9	7.6	21.4	19.1		14.4	15.3	0.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	56.3	49.7			55.9	7.6	21.4	19.1		14.4	15.3	0.9
LOS	E	D			E	A	C	B		B	B	A
Approach Delay		51.9			38.6			19.3			7.5	
Approach LOS		D			D			B			A	
Queue Length 50th (ft)	149	148			84	0	8	44		32	71	0
Queue Length 95th (ft)	217	187			122	45	28	90		73	140	19
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	362	741			776	535	518	1553		683	1030	1367
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.51	0.51			0.28	0.22	0.04	0.14		0.14	0.19	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 6 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 29.1

Intersection LOS: C

Intersection Capacity Utilization 73.8%

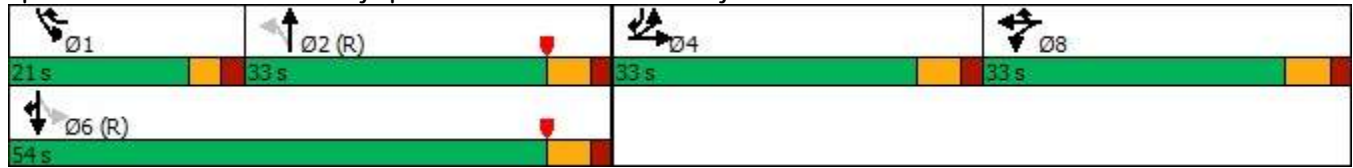
ICU Level of Service D

Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

No Build 2022
Saturday Middy

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave
Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	94	6	5	71	33	17	122	13	53	88	43
Future Volume (vph)	32	94	6	5	71	33	17	122	13	53	88	43
Satd. Flow (prot)	1736	1810	0	1752	1756	0	1787	1853	0	1752	1754	0
Flt Permitted	0.529			0.689			0.669			0.638		
Satd. Flow (perm)	966	1810	0	1271	1756	0	1259	1853	0	1177	1754	0
Satd. Flow (RTOR)								5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	105	0	5	110	0	18	142	0	56	138	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	22.2	20.3		17.7	14.1		79.5	74.6		83.4	80.2	
Actuated g/C Ratio	0.18	0.17		0.15	0.12		0.66	0.62		0.70	0.67	
v/c Ratio	0.15	0.34		0.02	0.54		0.02	0.12		0.07	0.12	
Control Delay	36.5	45.4		32.8	58.9		8.2	12.5		14.0	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.5	45.4		32.8	58.9		8.2	12.5		14.0	19.2	
LOS	D	D		C	E		A	B		B	B	
Approach Delay		43.2			57.7			12.0			17.7	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	21	67		3	82		4	47		20	52	
Queue Length 95th (ft)	45	126		13	136		14	95		m64	147	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	263	573		278	556		936	1154		891	1172	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.18		0.02	0.20		0.02	0.12		0.06	0.12	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 29.6

Intersection LOS: C

Intersection Capacity Utilization 43.4%

ICU Level of Service A

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

No Build 2022
Saturday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave



23: Washington Ave & Central Ave Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	105	2	5	76	28	2	20	7	24	19	30
Future Volume (vph)	23	105	2	5	76	28	2	20	7	24	19	30
Satd. Flow (prot)	0	1842	0	0	1759	0	0	1758	0	0	1713	0
Flt Permitted		0.945			0.989			0.972			0.878	
Satd. Flow (perm)	0	1757	0	0	1744	0	0	1714	0	0	1529	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	133	0	0	35	0	0	89	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		28.5			28.5			10.1			10.1	
Actuated g/C Ratio		0.68			0.68			0.24			0.24	
v/c Ratio		0.13			0.11			0.08			0.24	
Control Delay		6.2			6.1			13.0			14.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			6.1			13.0			14.8	
LOS		A			A			B			B	
Approach Delay		6.2			6.1			13.0			14.8	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		19			16			6			17	
Queue Length 95th (ft)		40			34			20			39	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		1501			1490			1067			952	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.09			0.03			0.09	

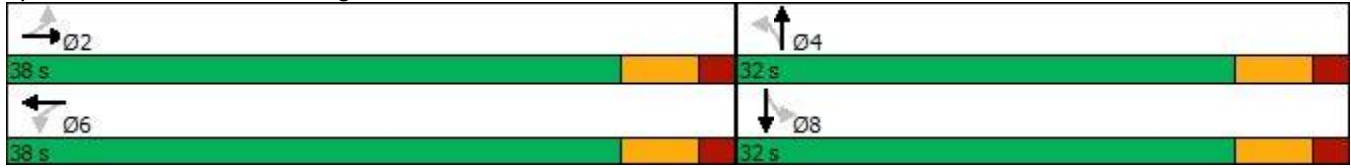
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 41.7	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.24	
Intersection Signal Delay: 8.6	Intersection LOS: A
Intersection Capacity Utilization 37.5%	ICU Level of Service A
Analysis Period (min) 15	

23: Washington Ave & Central Ave Timings

No Build 2022
Saturday MIDDAY

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	139	5	4	95	11	3	1	4	0	0	0
Future Volume (vph)	12	139	5	4	95	11	3	1	4	0	0	0
Satd. Flow (prot)	0	2013	0	0	1997	0	0	1734	0	0	0	0
Flt Permitted		0.978			0.991			0.982				
Satd. Flow (perm)	0	1977	0	0	1983	0	0	1734	0	0	0	0
Satd. Flow (RTOR)					11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	118	0	0	8	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		20.0			20.0			10.0				
Actuated g/C Ratio		0.48			0.48			0.24				
v/c Ratio		0.18			0.12			0.02				
Control Delay		6.9			6.1			12.4				
Queue Delay		0.0			0.0			0.0				
Total Delay		6.9			6.1			12.4				
LOS		A			A			B				
Approach Delay		6.9			6.1			12.4				
Approach LOS		A			A			B				
Queue Length 50th (ft)		20			13			2				
Queue Length 95th (ft)		44			31			9				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1506			1513			1073				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.11			0.08			0.01				

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 42
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 6.8
 Intersection Capacity Utilization 35.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

24: Spruce St & Central Ave Timings

No Build 2022
Saturday MIDDAY

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave
Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	94	11	3	77	22	13	20	11	18	35	19
Future Volume (vph)	18	94	11	3	77	22	13	20	11	18	35	19
Satd. Flow (prot)	0	2051	0	0	1989	0	0	1792	0	0	1776	0
Flt Permitted		0.951			0.992			0.872			0.896	
Satd. Flow (perm)	0	1964	0	0	1975	0	0	1585	0	0	1611	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	136	0	0	59	0	0	96	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		20.0			20.0			8.4			8.4	
Actuated g/C Ratio		0.50			0.50			0.21			0.21	
v/c Ratio		0.17			0.14			0.18			0.29	
Control Delay		6.4			6.2			14.6			16.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.4			6.2			14.6			16.0	
LOS		A			A			B			B	
Approach Delay		6.4			6.2			14.6			16.0	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		18			14			11			18	
Queue Length 95th (ft)		34			29			26			38	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1312			1319			1216			1235	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.10			0.05			0.08	

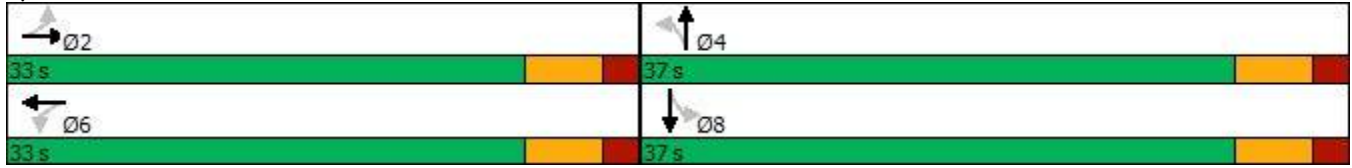
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 40.4	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 9.4	Intersection LOS: A
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

No Build 2022
Saturday MIDDAY

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

No Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	103	7	1	87	18	3	5	1	12	24	18
Future Volume (vph)	18	103	7	1	87	18	3	5	1	12	24	18
Satd. Flow (prot)	0	1819	0	0	1785	0	0	1709	0	0	1744	0
Flt Permitted		0.963			0.999			0.877			0.918	
Satd. Flow (perm)	0	1764	0	0	1783	0	0	1521	0	0	1619	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	0	0	120	0	0	10	0	0	61	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		30.4			30.4			10.1			10.1	
Actuated g/C Ratio		0.70			0.70			0.23			0.23	
v/c Ratio		0.12			0.10			0.03			0.16	
Control Delay		5.8			5.1			13.1			14.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.8			5.1			13.1			14.7	
LOS		A			A			B			B	
Approach Delay		5.8			5.1			13.1			14.7	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		18			12			2			15	
Queue Length 95th (ft)		38			30			10			32	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1468			1487			919			979	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.08			0.01			0.06	

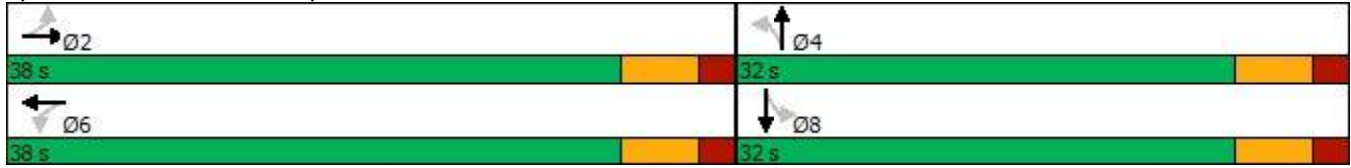
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 43.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.16	
Intersection Signal Delay: 7.4	Intersection LOS: A
Intersection Capacity Utilization 35.0%	ICU Level of Service A
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

No Build 2022
Saturday Middy

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave
Timings

No Build 2022
 Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	82	17	4	61	10	14	55	0	7	72	14
Future Volume (vph)	27	82	17	4	61	10	14	55	0	7	72	14
Satd. Flow (prot)	0	2030	0	0	2069	0	0	1929	0	0	1979	0
Flt Permitted		0.946			0.991			0.900			0.963	
Satd. Flow (perm)	0	1942	0	0	2054	0	0	1754	0	0	1913	0
Satd. Flow (RTOR)		19			11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	83	0	0	77	0	0	104	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		28.2			28.2			10.0			10.0	
Actuated g/C Ratio		0.70			0.70			0.25			0.25	
v/c Ratio		0.10			0.06			0.18			0.22	
Control Delay		4.6			4.6			13.2			13.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.6			4.6			13.2			13.5	
LOS		A			A			B			B	
Approach Delay		4.6			4.6			13.2			13.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		13			7			14			19	
Queue Length 95th (ft)		31			21			36			45	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		1369			1446			873			951	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.06			0.09			0.11	

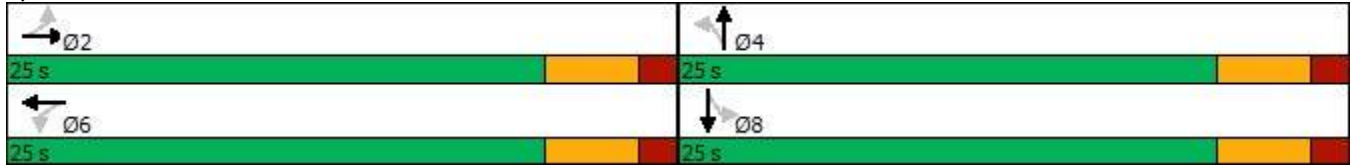
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 40.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.22	
Intersection Signal Delay: 8.5	Intersection LOS: A
Intersection Capacity Utilization 30.2%	ICU Level of Service A
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

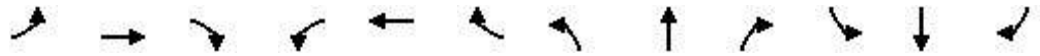
No Build 2022
Saturday MIDDAY

Splits and Phases: 28: Woodmere Blvd & Central Ave



**6: New Prospect Ave/Prospect Ave & Broadway
HCM Unsignalized Intersection Capacity Analysis**

No Build 2022
Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	13	372	0	0	272	12	0	0	0	20	0	10		
Future Volume (Veh/h)	13	372	0	0	272	12	0	0	0	20	0	10		
Sign Control		Free			Free			Stop			Stop			
Grade		0%			0%			0%			0%			
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93		
Hourly flow rate (vph)	14	400	0	0	292	13	0	0	0	22	0	11		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None				None									
Median storage (veh)														
Upstream signal (ft)	423				1143									
pX, platoon unblocked				0.97				0.97	0.97	0.97	0.97	0.97		
vC, conflicting volume	305				400				738	733	400	726	726	298
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	305				360				710	705	360	698	698	298
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)														
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99				100				100	100	100	94	100	99
cM capacity (veh/h)	1256				1162				331	347	665	339	347	741
Direction, Lane #														
	EB 1	WB 1	NB 1	SB 1										
Volume Total	414	305	0	33										
Volume Left	14	0	0	22										
Volume Right	0	13	0	11										
cSH	1256	1162	1700	414										
Volume to Capacity	0.01	0.00	0.00	0.08										
Queue Length 95th (ft)	1	0	0	6										
Control Delay (s)	0.4	0.0	0.0	14.4										
Lane LOS	A		A	B										
Approach Delay (s)	0.4	0.0	0.0	14.4										
Approach LOS			A	B										
Intersection Summary														
Average Delay			0.8											
Intersection Capacity Utilization			40.1%	ICU Level of Service	A									
Analysis Period (min)			15											

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 Saturday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	337	12	16	296	0	0
Future Volume (Veh/h)	337	12	16	296	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	392	14	19	344	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked					0.96	
vC, conflicting volume				406	781	399
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				406	753	399
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				98	100	100
cM capacity (veh/h)				1142	357	651
Direction, Lane #	EB 1	WB 1				
Volume Total	406	363				
Volume Left	0	19				
Volume Right	14	0				
cSH	1700	1142				
Volume to Capacity	0.24	0.02				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	0.6				
Lane LOS		A				
Approach Delay (s)	0.0	0.6				
Approach LOS						
Intersection Summary						
Average Delay				0.3		
Intersection Capacity Utilization				32.0%	ICU Level of Service	A
Analysis Period (min)				15		

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 Saturday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Volume (veh/h)	270	0	0	323	0	68
Future Volume (Veh/h)	270	0	0	323	0	68
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	287	0	0	344	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked						
vC, conflicting volume			287			631 144
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			287			631 144
tC, single (s)			4.2			6.9 7.0
tC, 2 stage (s)						
tF (s)			2.2			3.6 3.4
p0 queue free %						
cM capacity (veh/h)			1265			404 865
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	144	144	344	72		
Volume Left	0	0	0	0		
Volume Right	0	0	0	72		
cSH	1700	1700	1700	865		
Volume to Capacity	0.08	0.08	0.20	0.08		
Queue Length 95th (ft)	0	0	0	7		
Control Delay (s)	0.0	0.0	0.0	9.5		
Lane LOS						
Approach Delay (s)	0.0		0.0	9.5		
Approach LOS						
Intersection Summary						
Average Delay			1.0			
Intersection Capacity Utilization			20.3%	ICU Level of Service		A
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

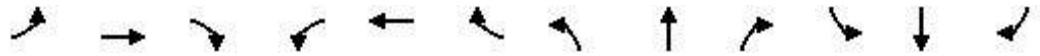
No Build 2022
 Saturday Midday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	225	57	13	279
Future Volume (Veh/h)	0	0	225	57	13	279
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	245	62	14	303
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.95					
vC, conflicting volume	607	154			307	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	557	154			307	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	435	871			1243	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	163	144	317			
Volume Left	0	0	14			
Volume Right	0	62	0			
cSH	1700	1700	1243			
Volume to Capacity	0.10	0.08	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.5			
Lane LOS			A			
Approach Delay (s)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			28.6%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

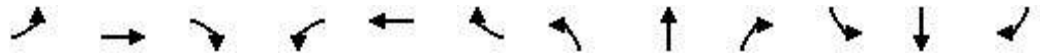
No Build 2022
 Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	113	8	2	86	0	0	0	0	14	5	16
Future Volume (vph)	0	113	8	2	86	0	0	0	0	14	5	16
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
Hourly flow rate (vph)	0	136	10	2	104	0	0	0	0	17	6	19
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	146	106	42									
Volume Left (vph)	0	2	17									
Volume Right (vph)	10	0	19									
Hadj (s)	0.01	0.09	-0.09									
Departure Headway (s)	4.1	4.2	4.4									
Degree Utilization, x	0.17	0.12	0.05									
Capacity (veh/h)	858	835	775									
Control Delay (s)	7.9	7.8	7.6									
Approach Delay (s)	7.9	7.8	7.6									
Approach LOS	A	A	A									
Intersection Summary												
Delay			7.8									
Level of Service			A									
Intersection Capacity Utilization			16.4%	ICU Level of Service								A
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

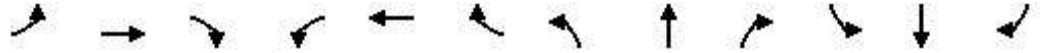
No Build 2022
 Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	2	0	1	0	14	0	0	0	35
Future Volume (vph)	0	0	0	2	0	1	0	14	0	0	0	35
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Hourly flow rate (vph)	0	0	0	2	0	1	0	15	0	0	0	38
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	3	15	38								
Volume Left (vph)	0	2	0	0								
Volume Right (vph)	0	1	0	0								
Hadj (s)	0.00	-0.07	0.05	0.03								
Departure Headway (s)	4.0	3.9	4.0	4.0								
Degree Utilization, x	0.00	0.00	0.02	0.04								
Capacity (veh/h)	888	895	896	904								
Control Delay (s)	7.0	7.0	7.1	7.1								
Approach Delay (s)	0.0	7.0	7.1	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.1									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service								A
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
HCM Unsignalized Intersection Capacity Analysis

No Build 2022
 Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	2	0	0	0	0	0	11	6	4	26	0	10
Future Volume (vph)	2	0	0	0	0	0	11	6	4	26	0	10
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	3	0	0	0	0	0	15	8	5	35	0	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	3	0	28	48								
Volume Left (vph)	3	0	15	35								
Volume Right (vph)	0	0	5	13								
Hadj (s)	0.37	0.00	0.03	0.03								
Departure Headway (s)	4.4	4.1	4.0	4.0								
Degree Utilization, x	0.00	0.00	0.03	0.05								
Capacity (veh/h)	794	877	887	901								
Control Delay (s)	7.4	7.1	7.1	7.2								
Approach Delay (s)	7.4	0.0	7.1	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	411	9	73	462	123	10	154	92	116	119	74
Future Volume (vph)	87	411	9	73	462	123	10	154	92	116	119	74
Satd. Flow (prot)	0	1861	0	0	1823	0	0	1803	0	0	1788	0
Flt Permitted		0.813			0.894			0.982			0.671	
Satd. Flow (perm)	0	1526	0	0	1640	0	0	1774	0	0	1222	0
Satd. Flow (RTOR)		2			22						21	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	0	678	0	0	264	0	0	319	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.4			46.4			22.6			22.6	
Actuated g/C Ratio		0.58			0.58			0.28			0.28	
v/c Ratio		0.59			0.71			0.53			0.89	
Control Delay		15.3			15.2			27.4			51.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		15.3			15.2			27.4			51.9	
LOS		B			B			C			D	
Approach Delay		15.3			15.2			27.4			51.9	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		161			107			107			138	
Queue Length 95th (ft)		281			316			170			#262	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		886			961			588			419	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.71			0.45			0.76	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.89
 Intersection Signal Delay: 23.6
 Intersection Capacity Utilization 88.2%
 Analysis Period (min) 15

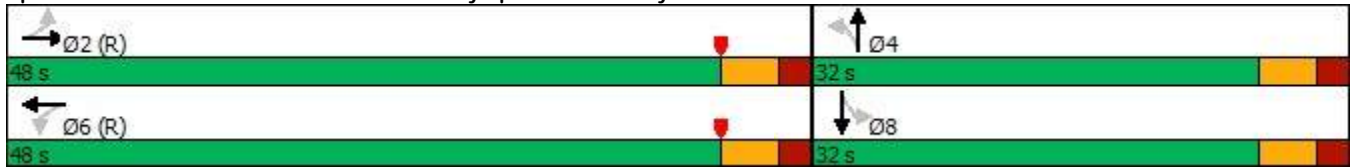
Intersection LOS: C
 ICU Level of Service E

1: Meadow Ln/Rockaway Tpke & Broadway Timings

No Build
Sunday MIDDAY

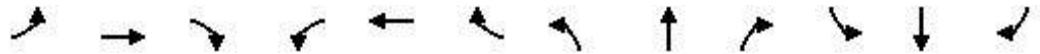
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	614	26	39	577	60	14	62	111	69	56	67
Future Volume (vph)	53	614	26	39	577	60	14	62	111	69	56	67
Satd. Flow (prot)	0	1802	0	0	1853	0	0	1857	0	0	1956	0
Flt Permitted		0.909			0.935			0.968			0.716	
Satd. Flow (perm)	0	1645	0	0	1738	0	0	1805	0	0	1426	0
Satd. Flow (RTOR)		4										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	737	0	0	719	0	0	199	0	0	204	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.8			52.8			15.2			15.2	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.68			0.63			0.58			0.76	
Control Delay		13.0			15.6			35.8			47.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.0			15.6			35.8			47.8	
LOS		B			B			D			D	
Approach Delay		13.0			15.6			35.8			47.8	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		124			273			91			97	
Queue Length 95th (ft)		394			472			143			156	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1088			1148			586			463	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.68			0.63			0.34			0.44	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 20.2

Intersection LOS: C

Intersection Capacity Utilization 87.5%

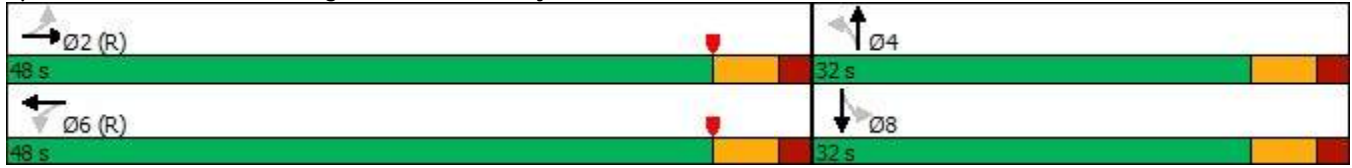
ICU Level of Service E

Analysis Period (min) 15

2: Washington Ave & Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	727	611	27	18	32
Future Volume (vph)	91	727	611	27	18	32
Satd. Flow (prot)	1668	1881	2057	0	1817	0
Flt Permitted	0.381				0.982	
Satd. Flow (perm)	669	1881	2057	0	1817	0
Satd. Flow (RTOR)			4		34	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	773	679	0	53	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	68.3	68.3	68.3		6.9	
Actuated g/C Ratio	0.85	0.85	0.85		0.09	
v/c Ratio	0.17	0.48	0.39		0.28	
Control Delay	3.0	3.6	1.2		21.5	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	3.0	3.6	1.3		21.5	
LOS	A	A	A		C	
Approach Delay		3.5	1.3		21.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	11	86	13		9	
Queue Length 95th (ft)	m16	100	25		41	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	570	1605	1756		658	
Starvation Cap Reductn	0	0	165		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.17	0.48	0.43		0.08	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 70.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

3: Broadway & Spruce St Timings

No Build
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	665	11	11	542	94	9	20	13	60	40	90
Future Volume (vph)	66	665	11	11	542	94	9	20	13	60	40	90
Satd. Flow (prot)	0	1808	0	0	1842	0	0	1961	0	0	1985	0
Flt Permitted		0.900			0.988			0.907			0.879	
Satd. Flow (perm)	0	1633	0	0	1821	0	0	1798	0	0	1772	0
Satd. Flow (RTOR)		1			17			13			60	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	757	0	0	660	0	0	42	0	0	194	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		57.1			57.1			11.9			11.9	
Actuated g/C Ratio		0.71			0.71			0.15			0.15	
v/c Ratio		0.65			0.51			0.15			0.62	
Control Delay		5.8			8.3			22.3			30.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		5.8			8.3			22.3			30.1	
LOS		A			A			C			C	
Approach Delay		5.8			8.3			22.3			30.1	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		68			186			13			63	
Queue Length 95th (ft)		63			359			38			119	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1166			1305			581			605	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.65			0.51			0.07			0.32	

Intersection Summary

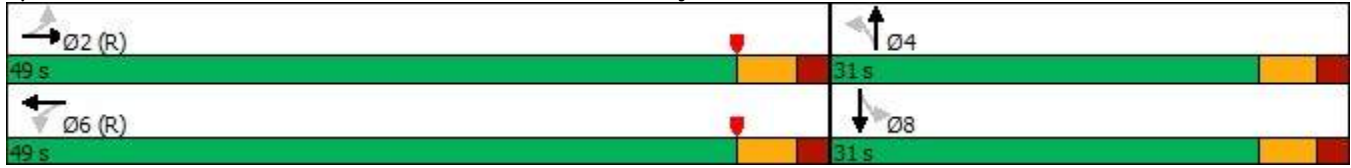
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 10.1
 Intersection Capacity Utilization 99.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	706	566	0	27	36
Future Volume (vph)	0	706	566	0	27	36
Satd. Flow (prot)	0	1881	1881	0	1700	0
Flt Permitted					0.979	
Satd. Flow (perm)	0	1881	1881	0	1700	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	720	578	0	65	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		63.7	63.7		9.1	
Actuated g/C Ratio		0.80	0.80		0.11	
v/c Ratio		0.48	0.39		0.34	
Control Delay		2.5	2.8		37.0	
Queue Delay		0.0	0.0		0.0	
Total Delay		2.5	2.8		37.0	
LOS		A	A		D	
Approach Delay		2.5	2.8		37.0	
Approach LOS		A	A		D	
Queue Length 50th (ft)		43	12		31	
Queue Length 95th (ft)		77	114		66	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1496	1496		541	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.48	0.39		0.12	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 4.3
 Intersection Capacity Utilization 53.0%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

5: Broadway & Grove Ave Timings

No Build
Sunday MIDDAY

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

No Build
Sunday Midday



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	677	18	19	480	15	33
Future Volume (vph)	677	18	19	480	15	33
Satd. Flow (prot)	1874	0	0	1877	1679	0
Flt Permitted				0.967	0.985	
Satd. Flow (perm)	1874	0	0	1819	1679	0
Satd. Flow (RTOR)	3				34	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	717	0	0	515	49	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	68.3			68.3	6.9	
Actuated g/C Ratio	0.85			0.85	0.09	
v/c Ratio	0.45			0.33	0.28	
Control Delay	1.8			2.4	20.9	
Queue Delay	0.0			0.0	0.0	
Total Delay	1.8			2.4	20.9	
LOS	A			A	C	
Approach Delay	1.8			2.4	20.9	
Approach LOS	A			A	C	
Queue Length 50th (ft)	15			54	7	
Queue Length 95th (ft)	23			82	37	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1600			1553	568	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.45			0.33	0.09	

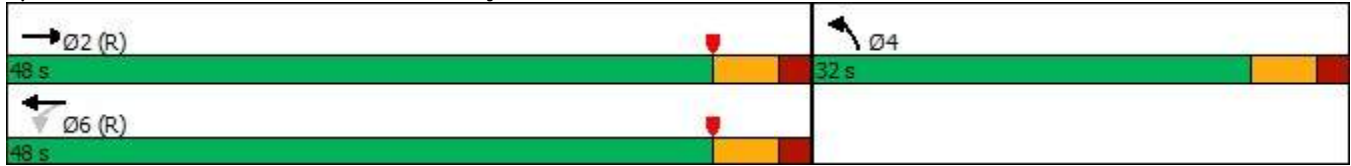
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.45
 Intersection Signal Delay: 2.8
 Intersection Capacity Utilization 55.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

7: Meadow Dr & Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	61	507	42	29	443	75	43	50	18	58	78	65
Future Volume (vph)	61	507	42	29	443	75	43	50	18	58	78	65
Satd. Flow (prot)	0	1793	0	0	1779	0	0	1944	0	0	1951	0
Flt Permitted		0.899			0.950			0.711			0.871	
Satd. Flow (perm)	0	1620	0	0	1695	0	0	1409	0	0	1723	0
Satd. Flow (RTOR)					16						32	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	663	0	0	596	0	0	121	0	0	219	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.6			54.6			14.4			14.4	
Actuated g/C Ratio		0.68			0.68			0.18			0.18	
v/c Ratio		0.60			0.51			0.48			0.65	
Control Delay		16.9			6.0			34.8			34.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.9			6.0			34.8			34.6	
LOS		B			A			C			C	
Approach Delay		16.9			6.0			34.8			34.6	
Approach LOS		B			A			C			C	
Queue Length 50th (ft)		268			69			55			88	
Queue Length 95th (ft)		457			121			97			145	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1104			1161			449			571	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.60			0.51			0.27			0.38	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 16.6
 Intersection Capacity Utilization 72.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

8: Woodmere Blvd & Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	489	39	17	436	25	42	30	23	31	39	51
Future Volume (vph)	65	489	39	17	436	25	42	30	23	31	39	51
Satd. Flow (prot)	0	1917	0	0	1926	0	0	1797	0	0	1827	0
Flt Permitted		0.902			0.974			0.762			0.901	
Satd. Flow (perm)	0	1738	0	0	1880	0	0	1400	0	0	1668	0
Satd. Flow (RTOR)		7						21			48	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	638	0	0	514	0	0	102	0	0	130	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.6			62.6			10.2			10.2	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.47			0.35			0.52			0.51	
Control Delay		3.7			3.2			35.1			27.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.7			3.2			35.1			27.8	
LOS		A			A			D			C	
Approach Delay		3.7			3.2			35.1			27.8	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		9			41			38			39	
Queue Length 95th (ft)		174			83			82			86	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1360			1470			460			564	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.47			0.35			0.22			0.23	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 8.1
 Intersection Capacity Utilization 74.4%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service D

9: Brower Ave/Irving Pl & Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	508	15	30	423	38	17	78	58	42	70	99
Future Volume (vph)	72	508	15	30	423	38	17	78	58	42	70	99
Satd. Flow (prot)	0	2051	0	0	2042	0	0	1792	0	0	1762	0
Flt Permitted		0.887			0.945			0.923			0.863	
Satd. Flow (perm)	0	1830	0	0	1936	0	0	1664	0	0	1536	0
Satd. Flow (RTOR)											59	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	627	0	0	517	0	0	161	0	0	222	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.2			54.2			13.8			13.8	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.51			0.39			0.56			0.71	
Control Delay		12.0			7.6			36.9			34.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.0			7.6			36.9			34.5	
LOS		B			A			D			C	
Approach Delay		12.0			7.6			36.9			34.5	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		182			96			75			77	
Queue Length 95th (ft)		265			195			121			136	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1239			1311			540			539	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.39			0.30			0.41	

Intersection Summary

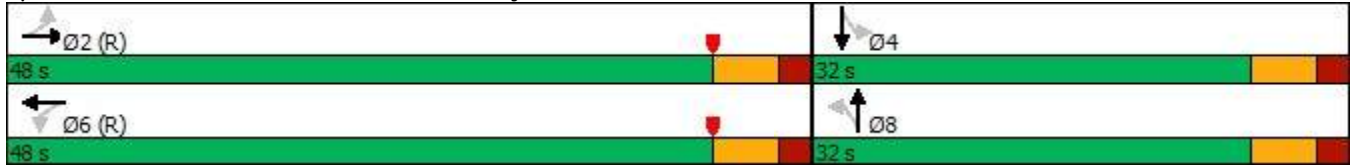
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 80.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

10: Franklin Ave & Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

No Build
Sunday Midday

Timings



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕↕	
Traffic Volume (vph)	114	475	33	37	442	1	4	62	85	17	36	13
Future Volume (vph)	114	475	33	37	442	1	4	62	85	17	36	13
Satd. Flow (prot)	0	3514	0	0	3525	0	0	1768	1507	0	1987	0
Flt Permitted		0.455			0.823						0.923	
Satd. Flow (perm)	0	1613	0	0	2913	0	0	1773	1507	0	1858	0
Satd. Flow (RTOR)		5							91		7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	669	0	0	516	0	0	71	91	0	71	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		29.8			29.8			30.6	36.7		20.2	
Actuated g/C Ratio		0.33			0.33			0.34	0.41		0.23	
v/c Ratio		0.57			0.53			0.12	0.14		0.17	
Control Delay		26.3			5.1			6.5	1.5		29.9	
Queue Delay		0.0			0.1			0.4	1.0		0.1	
Total Delay		26.3			5.2			6.9	2.5		30.0	
LOS		C			A			A	A		C	
Approach Delay		26.3			5.2			4.4			30.0	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)		159			9			6	2		29	
Queue Length 95th (ft)		223			12			m20	m3		75	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2414			1311			603	688		423	
Starvation Cap Reductn		0			122			298	426		0	
Spillback Cap Reductn		267			0			0	0		37	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.31			0.43			0.23	0.35		0.18	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 89.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 56.1%

ICU Level of Service B

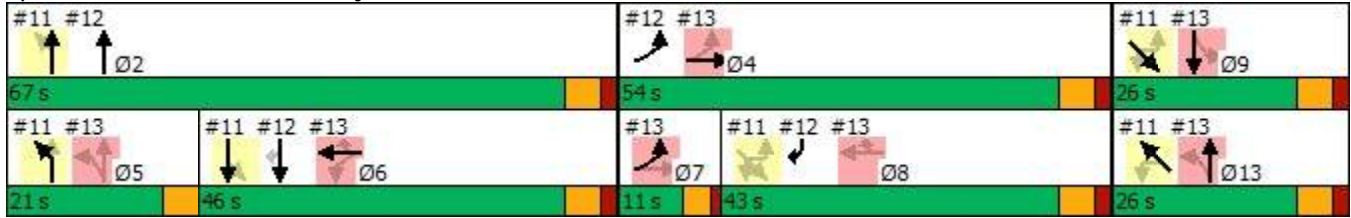
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

No Build
Sunday MIDDAY

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

No Build
Sunday Midday

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations	↖↗			↑↑	↑↓	↖				
Traffic Volume (vph)	313	0	0	487	487	441				
Future Volume (vph)	313	0	0	487	487	441				
Satd. Flow (prot)	3351	0	0	3574	3080	1407				
Flt Permitted	0.950									
Satd. Flow (perm)	3351	0	0	3574	3080	1407				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						35%				
Lane Group Flow (vph)	333	0	0	518	682	305				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	21.5			29.8	29.8	40.2				
Actuated g/C Ratio	0.24			0.33	0.33	0.45				
v/c Ratio	0.41			0.44	0.67	0.48				
Control Delay	8.8			5.0	28.9	12.0				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	8.8			5.0	28.9	12.0				
LOS	A			A	C	B				
Approach Delay	8.8			5.0	23.7					
Approach LOS	A			A	C					
Queue Length 50th (ft)	14			14	178	76				
Queue Length 95th (ft)	22			20	250	121				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1810			2453	1386	1053				
Starvation Cap Reductn	136			231	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.20			0.23	0.49	0.29				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 89.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 15.7

Intersection LOS: B

Intersection Capacity Utilization 37.1%

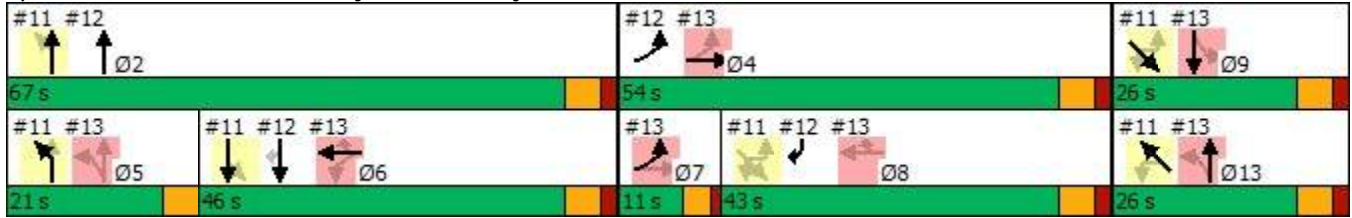
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

No Build
Sunday Midday

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	301	59	2	378	67	40	109	0	17	90	127
Future Volume (vph)	175	301	59	2	378	67	40	109	0	17	90	127
Satd. Flow (prot)	1787	3485	0	0	3336	1492	0	1875	0	0	1754	0
Flt Permitted	0.524				0.860			0.000			0.971	
Satd. Flow (perm)	986	3485	0	0	2869	1492	0	0	0	0	1710	0
Satd. Flow (RTOR)		17				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	364	0	0	384	68	0	150	0	0	236	0
Turn Type	pm+pt	NA		Perm	NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7		6	6	8	6	8	5		9	
Detector Phase	7	4		6	6	6	8	13	5		9	9
Switch Phase												
Minimum Initial (s)	3.0	6.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0		16.0	16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		Min	Min			None		None	None	
Act Effct Green (s)	23.5	21.5			40.2	40.2		20.2			20.2	
Actuated g/C Ratio	0.26	0.24			0.45	0.45		0.23			0.23	
v/c Ratio	0.55	0.43			0.30	0.10		0.36			0.61	
Control Delay	36.3	30.3			1.9	0.3		47.2			41.5	
Queue Delay	0.0	0.0			0.1	0.0		10.1			0.0	
Total Delay	36.3	30.3			2.0	0.3		57.2			41.5	
LOS	D	C			A	A		E			D	
Approach Delay		32.3			1.8			57.2			41.5	
Approach LOS		C			A			E			D	
Queue Length 50th (ft)	82	87			4	0		73			121	
Queue Length 95th (ft)	159	146			6	0		139			#247	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	321	1890			1602	1293		422			384	
Starvation Cap Reductn	0	0			406	414		236			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.55	0.19			0.32	0.08		0.81			0.61	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 89.7

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 26.6

Intersection LOS: C

Intersection Capacity Utilization 54.4%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

No Build
Sunday Midday

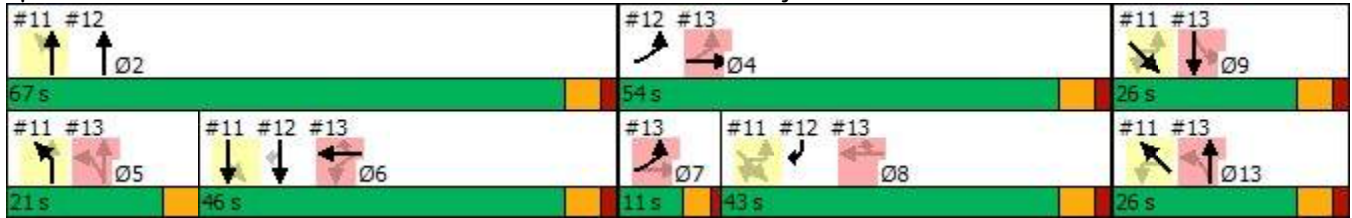
Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

No Build
Sunday MIDDAY

Queue shown is maximum after two cycles.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	461	53	38	436	59	55	185	36	44	203	37
Future Volume (vph)	50	461	53	38	436	59	55	185	36	44	203	37
Satd. Flow (prot)	0	1973	0	0	1969	0	1685	1791	0	1668	1777	0
Flt Permitted		0.913			0.931		0.429			0.472		
Satd. Flow (perm)	0	1808	0	0	1840	0	761	1791	0	829	1777	0
Satd. Flow (RTOR)		10			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	620	0	0	586	0	60	243	0	48	264	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		50.9			50.9		17.1	17.1		17.1	17.1	
Actuated g/C Ratio		0.64			0.64		0.21	0.21		0.21	0.21	
v/c Ratio		0.54			0.50		0.37	0.63		0.27	0.69	
Control Delay		7.2			10.4		31.9	35.6		28.4	38.3	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		7.2			10.4		31.9	35.6		28.4	38.3	
LOS		A			B		C	D		C	D	
Approach Delay		7.2			10.4			34.8			36.8	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)		80			135		26	111		20	122	
Queue Length 95th (ft)		100			263		56	167		46	182	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1153			1174		247	582		269	577	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.54			0.50		0.24	0.42		0.18	0.46	

Intersection Summary

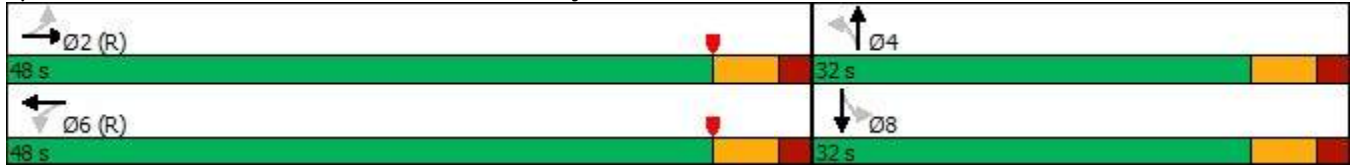
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 17.9
 Intersection Capacity Utilization 74.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	486	38	81	520	15	112	18	142	3	7	14
Future Volume (vph)	13	486	38	81	520	15	112	18	142	3	7	14
Satd. Flow (prot)	0	1861	0	0	1862	0	0	1713	0	0	1738	0
Flt Permitted		0.979			0.857			0.854			0.963	
Satd. Flow (perm)	0	1823	0	0	1607	0	0	1492	0	0	1683	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	700	0	0	308	0	0	27	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		47.2			47.2			20.8			20.8	
Actuated g/C Ratio		0.59			0.59			0.26			0.26	
v/c Ratio		0.57			0.74			0.80			0.06	
Control Delay		8.5			22.2			42.6			20.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.5			22.2			42.6			20.4	
LOS		A			C			D			C	
Approach Delay		8.5			22.2			42.6			20.4	
Approach LOS		A			C			D			C	
Queue Length 50th (ft)		173			307			141			10	
Queue Length 95th (ft)		77			#452			212			26	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1076			948			475			536	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.74			0.65			0.05	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.80
 Intersection Signal Delay: 20.9
 Intersection Capacity Utilization 99.3%
 Analysis Period (min) 15

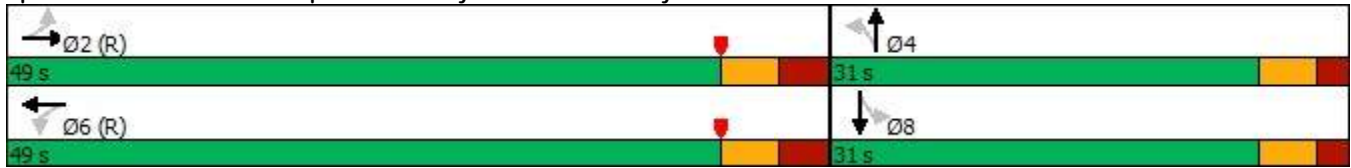
Intersection LOS: C
 ICU Level of Service F

15: Prospect Ave/Derby Ave & W Broadway Timings

No Build
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	554	69	86	459	14	68	104	67	8	111	25
Future Volume (vph)	11	554	69	86	459	14	68	104	67	8	111	25
Satd. Flow (prot)	0	1913	0	0	1923	0	0	1784	0	0	1851	0
Flt Permitted		0.989			0.823			0.842			0.977	
Satd. Flow (perm)	0	1894	0	0	1595	0	0	1524	0	0	1814	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	689	0	0	607	0	0	260	0	0	157	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		49.7			49.7			18.3			18.3	
Actuated g/C Ratio		0.62			0.62			0.23			0.23	
v/c Ratio		0.59			0.61			0.74			0.38	
Control Delay		9.6			7.3			41.3			27.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.6			7.3			41.3			27.3	
LOS		A			A			D			C	
Approach Delay		9.6			7.3			41.3			27.3	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		170			74			121			66	
Queue Length 95th (ft)		138			146			181			106	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1175			990			476			566	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.61			0.55			0.28	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 11 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 15.2
 Intersection Capacity Utilization 104.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service G

17: Cedarhurst Ave & W Broadway Timings

No Build
Sunday MIDDAY

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	545	38	69	454	10	89	76	108	31	19	8
Future Volume (vph)	24	545	38	69	454	10	89	76	108	31	19	8
Satd. Flow (prot)	0	1862	0	0	1864	0	0	1753	0	0	1817	0
Flt Permitted		0.968			0.856			0.984			0.974	
Satd. Flow (perm)	0	1806	0	0	1605	0	0	1753	0	0	1817	0
Satd. Flow (RTOR)		4			1			40			8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	0	562	0	0	288	0	0	61	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		43.1			43.1			16.1			7.8	
Actuated g/C Ratio		0.54			0.54			0.20			0.10	
v/c Ratio		0.66			0.65			0.75			0.33	
Control Delay		21.4			19.4			37.7			34.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.4			19.4			37.7			34.3	
LOS		C			B			D			C	
Approach Delay		21.4			19.4			37.7			34.3	
Approach LOS		C			B			D			C	
Queue Length 50th (ft)		245			83			116			25	
Queue Length 95th (ft)		#499			#314			189			59	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		975			865			478			471	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.66			0.65			0.60			0.13	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 24.2

Intersection LOS: C

Intersection Capacity Utilization 79.9%

ICU Level of Service D

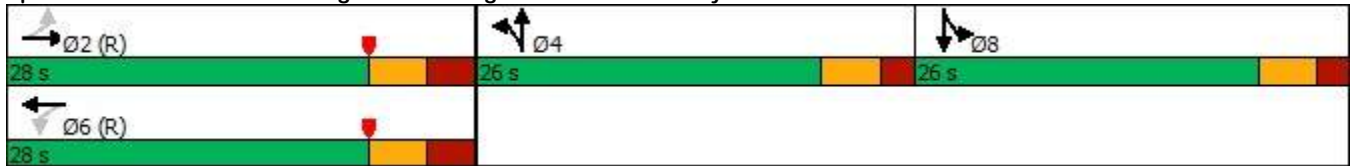
Analysis Period (min) 15

18: Washington Ave/Arlington Rd & W Broadway Timings

No Build
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway

Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	261	57	123	242	205	36	462	5	197	508	360
Future Volume (vph)	396	261	57	123	242	205	36	462	5	197	508	360
Satd. Flow (prot)	1610	3276	0	0	3513	1599	1787	3567	0	1787	1881	1599
Flt Permitted	0.950	0.984			0.983		0.466			0.350		
Satd. Flow (perm)	1610	3276	0	0	3513	1599	877	3567	0	658	1881	1599
Satd. Flow (RTOR)		11				82		1				258
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	245	491	0	0	376	211	37	481	0	203	524	371
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	24.6	24.6			18.4	37.1	40.3	40.3		60.0	59.0	89.6
Actuated g/C Ratio	0.20	0.20			0.15	0.31	0.34	0.34		0.50	0.49	0.75
v/c Ratio	0.74	0.72			0.70	0.38	0.13	0.40		0.44	0.57	0.29
Control Delay	58.8	49.7			54.9	19.9	34.2	34.4		22.0	26.2	2.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	58.8	49.7			54.9	19.9	34.2	34.4		22.0	26.2	2.3
LOS	E	D			D	B	C	C		C	C	A
Approach Delay		52.7			42.3			34.4			17.4	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	194	189			147	76	21	152		87	282	20
Queue Length 95th (ft)	293	250			191	124	m46	241		153	438	56
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	369	760			790	583	294	1199		486	924	1292
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.65			0.48	0.36	0.13	0.40		0.42	0.57	0.29

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 6 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 34.2

Intersection LOS: C

Intersection Capacity Utilization 87.4%

ICU Level of Service E

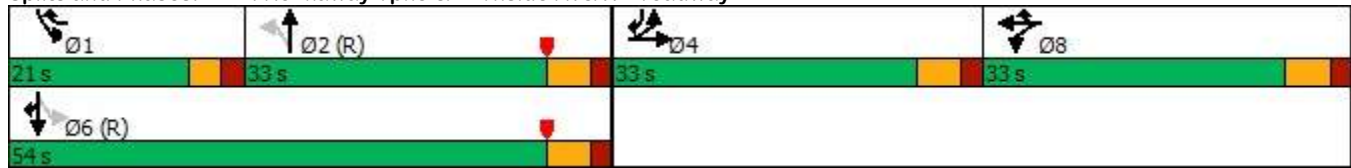
Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

No Build
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	292	39	40	219	128	39	343	56	166	230	190
Future Volume (vph)	129	292	39	40	219	128	39	343	56	166	230	190
Satd. Flow (prot)	1787	1847	0	1787	1776	0	1805	1860	0	1787	1753	0
Flt Permitted	0.234			0.405			0.377			0.288		
Satd. Flow (perm)	440	1847	0	762	1776	0	716	1860	0	542	1753	0
Satd. Flow (RTOR)								7				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	338	0	41	354	0	40	407	0	169	429	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	45.2	36.0		37.0	29.9		51.2	44.2		59.9	50.5	
Actuated g/C Ratio	0.38	0.30		0.31	0.25		0.43	0.37		0.50	0.42	
v/c Ratio	0.46	0.61		0.14	0.80		0.11	0.59		0.44	0.58	
Control Delay	27.8	41.0		21.6	55.7		18.7	36.8		28.9	43.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.8	41.0		21.6	55.7		18.7	36.8		28.9	43.2	
LOS	C	D		C	E		B	D		C	D	
Approach Delay		37.3			52.1			35.2			39.2	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	65	228		19	258		15	254		98	293	
Queue Length 95th (ft)	97	304		38	339		39	406		174	#438	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	301	594		368	562		444	689		401	737	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.57		0.11	0.63		0.09	0.59		0.42	0.58	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 40.5

Intersection LOS: D

Intersection Capacity Utilization 77.1%

ICU Level of Service D

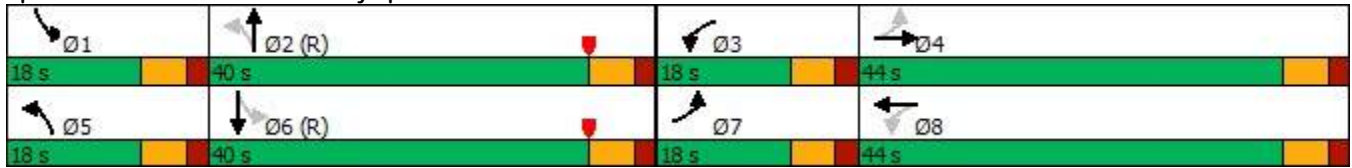
Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

No Build
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: Rockaway Tpke & Central Ave



23: Washington Ave & Central Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	367	44	35	279	74	38	84	56	93	128	145
Future Volume (vph)	89	367	44	35	279	74	38	84	56	93	128	145
Satd. Flow (prot)	0	1842	0	0	1823	0	0	1780	0	0	1774	0
Flt Permitted		0.864			0.924			0.874			0.870	
Satd. Flow (perm)	0	1606	0	0	1693	0	0	1573	0	0	1564	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	409	0	0	187	0	0	386	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.2			25.2			19.2			19.2	
Actuated g/C Ratio		0.44			0.44			0.34			0.34	
v/c Ratio		0.74			0.55			0.35			0.73	
Control Delay		21.6			15.8			16.9			26.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.6			15.8			16.9			26.3	
LOS		C			B			B			C	
Approach Delay		21.6			15.8			16.9			26.3	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		139			96			43			105	
Queue Length 95th (ft)		288			198			103			228	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		938			988			746			742	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.41			0.25			0.52	

Intersection Summary

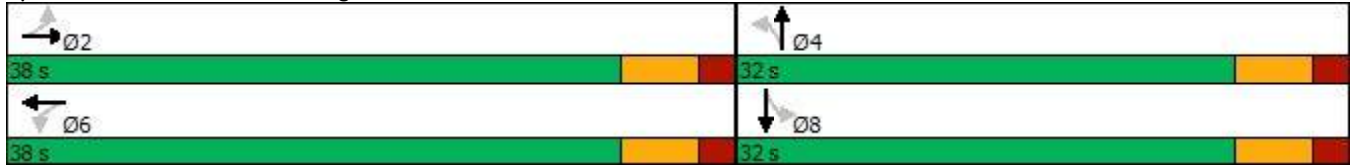
Cycle Length: 70
 Actuated Cycle Length: 56.8
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 20.6
 Intersection Capacity Utilization 85.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service E

23: Washington Ave & Central Ave Timings

No Build
Sunday MIDDAY

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	373	28	19	385	82	29	48	32	0	0	0
Future Volume (vph)	111	373	28	19	385	82	29	48	32	0	0	0
Satd. Flow (prot)	0	2032	0	0	2018	0	0	1920	0	0	0	0
Flt Permitted		0.810			0.971			0.987				
Satd. Flow (perm)	0	1664	0	0	1963	0	0	1920	0	0	0	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	545	0	0	517	0	0	116	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		22.9			22.9			10.6				
Actuated g/C Ratio		0.50			0.50			0.23				
v/c Ratio		0.65			0.52			0.26				
Control Delay		12.7			9.4			17.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.7			9.4			17.5				
LOS		B			A			B				
Approach Delay		12.7			9.4			17.5				
Approach LOS		B			A			B				
Queue Length 50th (ft)		90			74			22				
Queue Length 95th (ft)		181			144			70				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1179			1397			1106				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.46			0.37			0.10				

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 45.7	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.65	
Intersection Signal Delay: 11.8	Intersection LOS: B
Intersection Capacity Utilization 77.1%	ICU Level of Service D
Analysis Period (min) 15	

24: Spruce St & Central Ave Timings

No Build
Sunday MIDDAY

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	245	42	36	292	101	58	117	51	79	119	157
Future Volume (vph)	85	245	42	36	292	101	58	117	51	79	119	157
Satd. Flow (prot)	0	2077	0	0	2056	0	0	1801	0	0	1766	0
Flt Permitted		0.809			0.939			0.826			0.875	
Satd. Flow (perm)	0	1699	0	0	1938	0	0	1507	0	0	1563	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	404	0	0	466	0	0	245	0	0	386	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		22.0			22.0			18.2			18.2	
Actuated g/C Ratio		0.42			0.42			0.35			0.35	
v/c Ratio		0.57			0.57			0.47			0.71	
Control Delay		17.0			16.6			16.4			22.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.0			16.6			16.4			22.9	
LOS		B			B			B			C	
Approach Delay		17.0			16.6			16.4			22.9	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		85			99			53			93	
Queue Length 95th (ft)		216			241			120			200	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		898			1025			915			949	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.45			0.27			0.41	

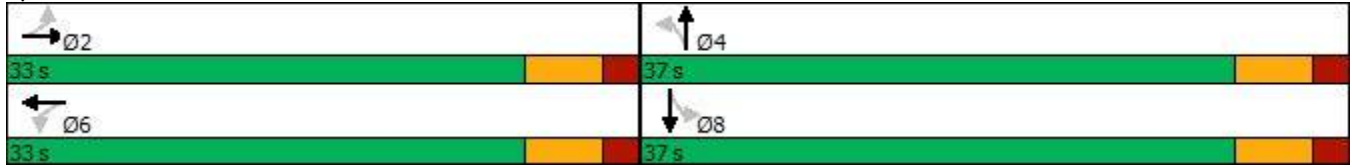
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 52.5	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.71	
Intersection Signal Delay: 18.3	Intersection LOS: B
Intersection Capacity Utilization 75.9%	ICU Level of Service D
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

No Build
Sunday MIDDAY

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	223	13	5	216	47	20	41	3	34	58	86
Future Volume (vph)	108	223	13	5	216	47	20	41	3	34	58	86
Satd. Flow (prot)	0	1844	0	0	1834	0	0	1840	0	0	1741	0
Flt Permitted		0.802			0.993			0.853			0.922	
Satd. Flow (perm)	0	1501	0	0	1823	0	0	1595	0	0	1622	0
Satd. Flow (RTOR)					20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	0	0	288	0	0	69	0	0	191	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		23.0			23.0			12.1			12.1	
Actuated g/C Ratio		0.49			0.49			0.26			0.26	
v/c Ratio		0.51			0.32			0.17			0.46	
Control Delay		12.1			8.7			13.7			18.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.1			8.7			13.7			18.0	
LOS		B			A			B			B	
Approach Delay		12.1			8.7			13.7			18.0	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		58			37			13			39	
Queue Length 95th (ft)		145			94			38			89	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1029			1255			887			903	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.23			0.08			0.21	

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 47.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 12.4	Intersection LOS: B
Intersection Capacity Utilization 62.0%	ICU Level of Service B
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

No Build
Sunday MIDDAY

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave Timings

No Build
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	155	41	11	117	34	33	160	8	25	158	71
Future Volume (vph)	51	155	41	11	117	34	33	160	8	25	158	71
Satd. Flow (prot)	0	2064	0	0	2087	0	0	1981	0	0	2001	0
Flt Permitted		0.916			0.978			0.924			0.949	
Satd. Flow (perm)	0	1910	0	0	2047	0	0	1845	0	0	1908	0
Satd. Flow (RTOR)		24			32							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	167	0	0	207	0	0	262	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		21.1			21.1			11.6			11.6	
Actuated g/C Ratio		0.49			0.49			0.27			0.27	
v/c Ratio		0.27			0.16			0.41			0.51	
Control Delay		7.2			6.0			15.0			16.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.2			6.0			15.0			16.5	
LOS		A			A			B			B	
Approach Delay		7.2			6.0			15.0			16.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		27			15			39			51	
Queue Length 95th (ft)		71			45			79			98	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		955			1027			866			896	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.16			0.24			0.29	

Intersection Summary

Cycle Length: 50

Actuated Cycle Length: 42.7

Natural Cycle: 50

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.51

Intersection Signal Delay: 11.5

Intersection LOS: B

Intersection Capacity Utilization 52.8%

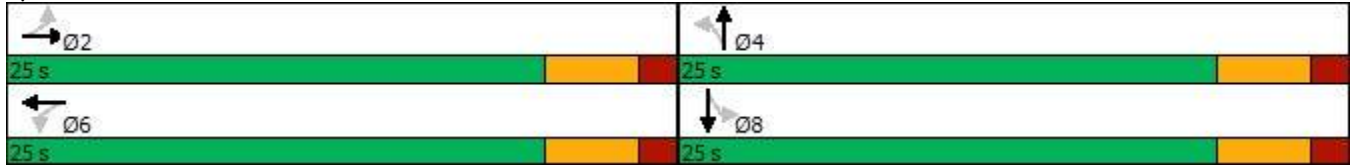
ICU Level of Service A

Analysis Period (min) 15

28: Woodmere Blvd & Central Ave Timings

No Build
Sunday MIDDAY

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway HCM Unsignalized Intersection Capacity Analysis

No Build
Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	38	695	0	0	513	13	0	0	0	26	0	56		
Future Volume (Veh/h)	38	695	0	0	513	13	0	0	0	26	0	56		
Sign Control		Free			Free			Stop			Stop			
Grade		0%			0%			0%			0%			
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97		
Hourly flow rate (vph)	39	716	0	0	529	13	0	0	0	27	0	58		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None				None									
Median storage (veh)														
Upstream signal (ft)	423				1143									
pX, platoon unblocked				0.83				0.83	0.83	0.83	0.83	0.83		
vC, conflicting volume	542				716				1388	1336	716	1330	1330	536
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	542				557				1365	1303	557	1295	1295	536
tC, single (s)	4.1				4.1				7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)														
tF (s)	2.2				2.2				3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96				100				100	100	100	76	100	89
cM capacity (veh/h)	1032				847				91	130	444	113	131	547
Direction, Lane #	EB 1	WB 1	NB 1	SB 1										
Volume Total	755	542	0	85										
Volume Left	39	0	0	27										
Volume Right	0	13	0	58										
cSH	1032	847	1700	246										
Volume to Capacity	0.04	0.00	0.00	0.34										
Queue Length 95th (ft)	3	0	0	37										
Control Delay (s)	1.0	0.0	0.0	27.1										
Lane LOS	A		A	D										
Approach Delay (s)	1.0	0.0	0.0	27.1										
Approach LOS			A	D										
Intersection Summary														
Average Delay				2.2										
Intersection Capacity Utilization				79.1%	ICU Level of Service				D					
Analysis Period (min)				15										

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

No Build
 Sunday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	603	48	76	625	0	0
Future Volume (Veh/h)	603	48	76	625	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	655	52	83	679	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked					0.76	
vC, conflicting volume				707	1526	681
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				707	1534	681
tC, single (s)				4.1	6.4	6.2
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				91	100	100
cM capacity (veh/h)				896	89	454
Direction, Lane #	EB 1	WB 1				
Volume Total	707	762				
Volume Left	0	83				
Volume Right	52	0				
cSH	1700	896				
Volume to Capacity	0.42	0.09				
Queue Length 95th (ft)	0	8				
Control Delay (s)	0.0	2.3				
Lane LOS		A				
Approach Delay (s)	0.0	2.3				
Approach LOS						
Intersection Summary						
Average Delay				1.2		
Intersection Capacity Utilization				78.4%	ICU Level of Service	D
Analysis Period (min)				15		

19: W Broadway Ext & W Broadway
HCM Unsignalized Intersection Capacity Analysis

No Build
 Sunday MIDDAY



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↗
Traffic Volume (veh/h)	463	0	0	569	0	151
Future Volume (Veh/h)	463	0	0	569	0	151
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	482	0	0	593	0	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.83	
vC, conflicting volume			482	1075		241
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			482	989		241
tC, single (s)			4.1	6.8		6.9
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	100		80
cM capacity (veh/h)			1084	206		766
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	241	241	593	157		
Volume Left	0	0	0	0		
Volume Right	0	0	0	157		
cSH	1700	1700	1700	766		
Volume to Capacity	0.14	0.14	0.35	0.20		
Queue Length 95th (ft)	0	0	0	19		
Control Delay (s)	0.0	0.0	0.0	10.9		
Lane LOS					B	
Approach Delay (s)	0.0		0.0	10.9		
Approach LOS					B	
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			33.3%	ICU Level of Service	A	
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

No Build
 Sunday Midday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	527	140	11	679
Future Volume (Veh/h)	0	0	527	140	11	679
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	567	151	12	730
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.80					
vC, conflicting volume	1396	359			718	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1371	359			718	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	110	643			886	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	378	340	742			
Volume Left	0	0	12			
Volume Right	0	151	0			
cSH	1700	1700	886			
Volume to Capacity	0.22	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.4			
Lane LOS			A			
Approach Delay (s)	0.0		0.4			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			47.9%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave

HCM Unsignalized Intersection Capacity Analysis

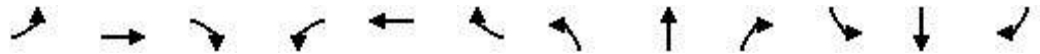
No Build
Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	294	34	17	273	0	0	0	0	50	28	53
Future Volume (vph)	0	294	34	17	273	0	0	0	0	50	28	53
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	330	38	19	307	0	0	0	0	56	31	60
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	368	326	147									
Volume Left (vph)	0	19	56									
Volume Right (vph)	38	0	60									
Hadj (s)	-0.04	0.03	-0.17									
Departure Headway (s)	4.7	4.8	5.3									
Degree Utilization, x	0.48	0.43	0.22									
Capacity (veh/h)	738	723	599									
Control Delay (s)	11.9	11.4	9.8									
Approach Delay (s)	11.9	11.4	9.8									
Approach LOS	B	B	A									
Intersection Summary												
Delay			11.3									
Level of Service			B									
Intersection Capacity Utilization			42.4%	ICU Level of Service			A					
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

No Build
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	0	0	1	0	3	0	25	0	0	54	0
Future Volume (vph)	0	0	0	1	0	3	0	25	0	0	54	0
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Hourly flow rate (vph)	0	0	0	1	0	4	0	30	0	0	64	0
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	0	5	30	64								
Volume Left (vph)	0	1	0	0								
Volume Right (vph)	0	4	0	0								
Hadj (s)	0.00	-0.44	0.03	0.00								
Departure Headway (s)	4.1	3.7	4.0	3.9								
Degree Utilization, x	0.00	0.01	0.03	0.07								
Capacity (veh/h)	868	955	883	907								
Control Delay (s)	7.1	6.7	7.1	7.2								
Approach Delay (s)	0.0	6.7	7.1	7.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
HCM Unsignalized Intersection Capacity Analysis

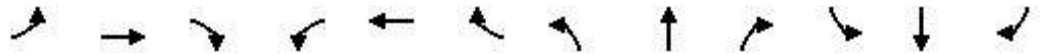
No Build
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	3	0	0	0	0	0	31	7	8	26	0	9
Future Volume (vph)	3	0	0	0	0	0	31	7	8	26	0	9
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	3	0	0	0	0	0	35	8	9	29	0	10
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	3	0	52	39								
Volume Left (vph)	3	0	35	29								
Volume Right (vph)	0	0	9	10								
Hadj (s)	0.34	0.00	0.05	0.01								
Departure Headway (s)	4.4	4.1	4.0	4.0								
Degree Utilization, x	0.00	0.00	0.06	0.04								
Capacity (veh/h)	792	870	887	900								
Control Delay (s)	7.4	7.1	7.2	7.1								
Approach Delay (s)	7.4	0.0	7.2	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.2									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service								A
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	357	6	86	369	143	8	189	110	75	100	62
Future Volume (vph)	87	357	6	86	369	143	8	189	110	75	100	62
Satd. Flow (prot)	0	1722	0	0	1645	0	0	1737	0	0	1671	0
Flt Permitted		0.801			0.869			0.989			0.603	
Satd. Flow (perm)	0	1393	0	0	1440	0	0	1720	0	0	1024	0
Satd. Flow (RTOR)		1			30						24	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	11%	11%	11%	4%	4%	4%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	484	0	0	643	0	0	330	0	0	256	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		48.6			48.6			20.4			20.4	
Actuated g/C Ratio		0.61			0.61			0.26			0.26	
v/c Ratio		0.57			0.73			0.75			0.92	
Control Delay		14.2			18.2			38.1			62.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.2			18.2			38.1			62.9	
LOS		B			B			D			E	
Approach Delay		14.2			18.2			38.1			62.9	
Approach LOS		B			B			D			E	
Queue Length 50th (ft)		132			186			152			113	
Queue Length 95th (ft)		270			#299			218			#216	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		846			886			569			355	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.57			0.73			0.58			0.72	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.92
 Intersection Signal Delay: 27.6
 Intersection Capacity Utilization 84.6%
 Analysis Period (min) 15

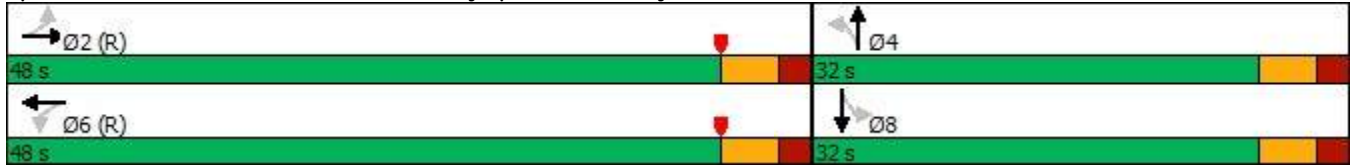
Intersection LOS: C
 ICU Level of Service E

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	594	17	52	618	67	28	70	136	50	47	42
Future Volume (vph)	18	594	17	52	618	67	28	70	136	50	47	42
Satd. Flow (prot)	0	1708	0	0	1700	0	0	1750	0	0	1893	0
Flt Permitted		0.972			0.922			0.949			0.696	
Satd. Flow (perm)	0	1662	0	0	1573	0	0	1671	0	0	1341	0
Satd. Flow (RTOR)		3										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	10%	10%	10%	6%	6%	6%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	656	0	0	768	0	0	244	0	0	145	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		51.1			51.1			16.9			16.9	
Actuated g/C Ratio		0.64			0.64			0.21			0.21	
v/c Ratio		0.62			0.76			0.69			0.51	
Control Delay		12.6			19.0			39.1			33.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.6			19.0			39.1			33.4	
LOS		B			B			D			C	
Approach Delay		12.6			19.0			39.1			33.4	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)		83			415			113			65	
Queue Length 95th (ft)		392			#582			171			109	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1063			1004			543			435	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.62			0.76			0.45			0.33	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 37 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 70

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 20.5

Intersection LOS: C

Intersection Capacity Utilization 88.5%

ICU Level of Service E

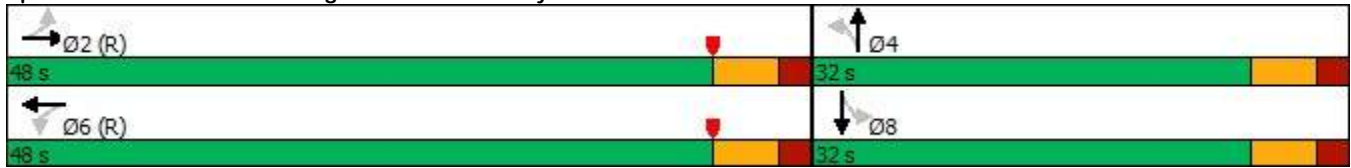
Analysis Period (min) 15

2: Washington Ave & Broadway Timings

Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	67	732	733	52	26	17
Future Volume (vph)	67	732	733	52	26	17
Satd. Flow (prot)	1574	1776	1866	0	1742	0
Flt Permitted	0.292				0.971	
Satd. Flow (perm)	484	1776	1866	0	1742	0
Satd. Flow (RTOR)			6		19	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	11%	11%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	74	804	862	0	48	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	68.0	68.0	68.0		7.2	
Actuated g/C Ratio	0.85	0.85	0.85		0.09	
v/c Ratio	0.18	0.53	0.54		0.28	
Control Delay	2.4	4.2	2.8		27.1	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	2.4	4.2	2.9		27.1	
LOS	A	A	A		C	
Approach Delay		4.1	2.9		27.1	
Approach LOS		A	A		C	
Queue Length 50th (ft)	6	181	45		14	
Queue Length 95th (ft)	m7	169	159		44	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	411	1509	1586		622	
Starvation Cap Reductn	0	0	110		0	
Spillback Cap Reductn	0	47	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.18	0.55	0.58		0.08	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 70.7%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

3: Broadway & Spruce St Timings

Build 2022
AM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	46	708	16	19	724	67	24	31	9	42	35	42
Future Volume (vph)	46	708	16	19	724	67	24	31	9	42	35	42
Satd. Flow (prot)	0	1690	0	0	1707	0	0	1751	0	0	1956	0
Flt Permitted		0.913			0.975			0.806			0.886	
Satd. Flow (perm)	0	1548	0	0	1666	0	0	1437	0	0	1763	0
Satd. Flow (RTOR)		2			9			10			36	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	10%	10%	10%	15%	15%	15%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	847	0	0	891	0	0	70	0	0	130	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.5			62.5			10.3			10.3	
Actuated g/C Ratio		0.78			0.78			0.13			0.13	
v/c Ratio		0.70			0.68			0.36			0.51	
Control Delay		8.6			8.7			32.7			30.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.6			8.7			32.7			30.0	
LOS		A			A			C			C	
Approach Delay		8.6			8.7			32.7			30.0	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		115			314			28			44	
Queue Length 95th (ft)		123			580			62			91	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1210			1304			464			586	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.70			0.68			0.15			0.22	

Intersection Summary

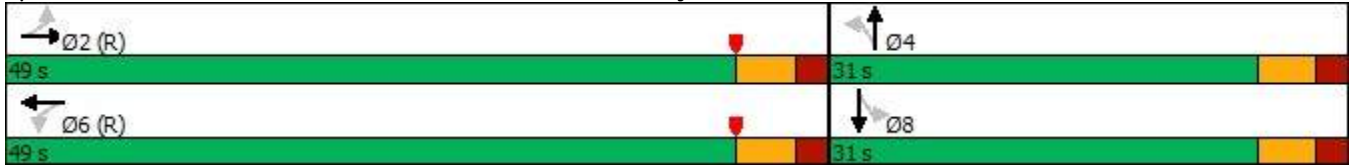
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.70
 Intersection Signal Delay: 11.0
 Intersection Capacity Utilization 78.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

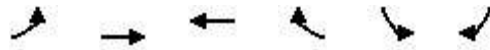
Build 2022
AM Peak

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	746	805	0	59	91
Future Volume (vph)	0	746	805	0	59	91
Satd. Flow (prot)	0	1792	1712	0	1541	0
Flt Permitted					0.981	
Satd. Flow (perm)	0	1792	1712	0	1541	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	11%	11%	11%	11%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	794	856	0	160	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		55.4	55.4		13.6	
Actuated g/C Ratio		0.69	0.69		0.17	
v/c Ratio		0.64	0.72		0.61	
Control Delay		5.8	7.4		40.1	
Queue Delay		0.0	0.0		0.0	
Total Delay		5.8	7.4		40.1	
LOS		A	A		D	
Approach Delay		5.8	7.4		40.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		54	69		75	
Queue Length 95th (ft)		131	122		125	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1240	1185		491	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.64	0.72		0.33	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 28 (35%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 9.6
 Intersection Capacity Utilization 60.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

5: Broadway & Grove Ave Timings

Build 2022
AM Peak

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Build 2022
AM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	775	24	29	697	58	55
Future Volume (vph)	775	24	29	697	58	55
Satd. Flow (prot)	1752	0	0	1708	1454	0
Flt Permitted				0.951	0.975	
Satd. Flow (perm)	1752	0	0	1628	1454	0
Satd. Flow (RTOR)	3				59	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	11%	11%	19%	19%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	859	0	0	780	121	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	62.2			62.2	9.4	
Actuated g/C Ratio	0.78			0.78	0.12	
v/c Ratio	0.63			0.62	0.55	
Control Delay	9.7			8.3	27.2	
Queue Delay	0.0			0.0	0.0	
Total Delay	9.7			8.3	27.2	
LOS	A			A	C	
Approach Delay	9.7			8.3	27.2	
Approach LOS	A			A	C	
Queue Length 50th (ft)	322			156	29	
Queue Length 95th (ft)	544			270	75	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1363			1265	512	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.63			0.62	0.24	

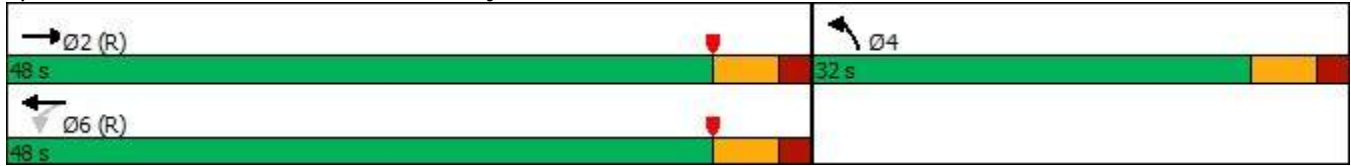
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 2 (3%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 10.3
 Intersection Capacity Utilization 76.8%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service D

7: Meadow Dr & Broadway Timings

Build 2022
AM Peak

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

Build 2022

Timings

AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	114	586	49	31	539	44	83	88	15	54	76	91
Future Volume (vph)	114	586	49	31	539	44	83	88	15	54	76	91
Satd. Flow (prot)	0	1703	0	0	1648	0	0	1798	0	0	1740	0
Flt Permitted		0.827			0.944			0.660			0.853	
Satd. Flow (perm)	0	1420	0	0	1560	0	0	1214	0	0	1503	0
Satd. Flow (RTOR)					8						46	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	10%	10%	10%	9%	9%	9%	12%	12%	12%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	773	0	0	633	0	0	192	0	0	228	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.7			52.7			16.3			16.3	
Actuated g/C Ratio		0.66			0.66			0.20			0.20	
v/c Ratio		0.83			0.62			0.78			0.66	
Control Delay		22.8			9.6			50.3			32.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			9.6			50.3			32.1	
LOS		C			A			D			C	
Approach Delay		22.8			9.6			50.3			32.1	
Approach LOS		C			A			D			C	
Queue Length 50th (ft)		408			127			91			84	
Queue Length 95th (ft)		#613			322			148			142	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		934			1029			386			510	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.83			0.62			0.50			0.45	

Intersection Summary

Cycle Length: 80	
Actuated Cycle Length: 80	
Offset: 45 (56%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow	
Natural Cycle: 80	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.83	
Intersection Signal Delay: 22.3	Intersection LOS: C
Intersection Capacity Utilization 103.3%	ICU Level of Service G
Analysis Period (min) 15	

8: Woodmere Blvd & Broadway Timings

Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

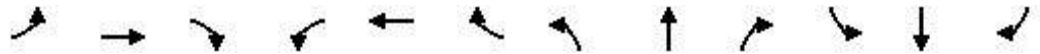
Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway

Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	538	30	15	572	25	66	35	12	16	29	35
Future Volume (vph)	33	538	30	15	572	25	66	35	12	16	29	35
Satd. Flow (prot)	0	1800	0	0	1772	0	0	1700	0	0	1725	0
Flt Permitted		0.949			0.982			0.828			0.927	
Satd. Flow (perm)	0	1713	0	0	1742	0	0	1448	0	0	1616	0
Satd. Flow (RTOR)		5						8			37	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	10%	10%	10%	7%	7%	7%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	639	0	0	652	0	0	120	0	0	85	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		60.7			60.7			12.1			12.1	
Actuated g/C Ratio		0.76			0.76			0.15			0.15	
v/c Ratio		0.49			0.49			0.53			0.31	
Control Delay		11.3			6.2			37.0			20.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.3			6.2			37.0			20.9	
LOS		B			A			D			C	
Approach Delay		11.3			6.2			37.0			20.9	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		249			84			53			21	
Queue Length 95th (ft)		m268			202			97			56	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1300			1321			467			540	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.49			0.49			0.26			0.16	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 42 (53%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 11.7
 Intersection Capacity Utilization 68.2%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

9: Brower Ave/Irving Pl & Broadway Timings

Build 2022
AM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	509	14	23	591	19	7	118	60	43	74	112
Future Volume (vph)	75	509	14	23	591	19	7	118	60	43	74	112
Satd. Flow (prot)	0	1900	0	0	1906	0	0	1710	0	0	1644	0
Flt Permitted		0.860			0.971			0.986			0.848	
Satd. Flow (perm)	0	1644	0	0	1854	0	0	1690	0	0	1406	0
Satd. Flow (RTOR)											63	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	9%	9%	9%	9%	9%	9%	6%	6%	6%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	645	0	0	188	0	0	234	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.0			53.0			15.0			15.0	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.56			0.53			0.59			0.75	
Control Delay		7.8			10.0			36.6			36.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.8			10.0			36.6			36.1	
LOS		A			A			D			D	
Approach Delay		7.8			10.0			36.6			36.1	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)		64			143			87			81	
Queue Length 95th (ft)		153			294			135			143	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1089			1228			549			499	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.53			0.34			0.47	

Intersection Summary

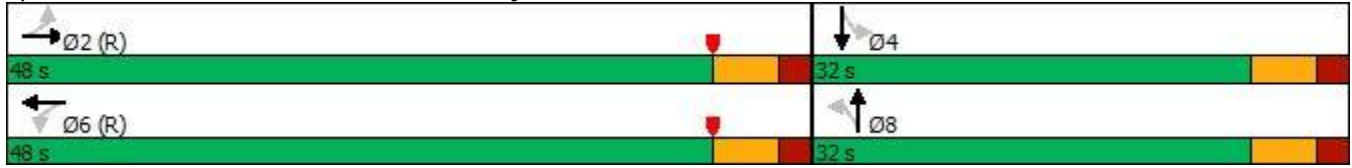
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.75
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 98.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

10: Franklin Ave & Broadway Timings

Build 2022
AM Peak

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Build 2022

Timings

AM Peak



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕	
Traffic Volume (vph)	72	543	48	61	590	1	2	151	90	34	54	10
Future Volume (vph)	72	543	48	61	590	1	2	151	90	34	54	10
Satd. Flow (prot)	0	3351	0	0	3265	0	0	1640	1396	0	1911	0
Flt Permitted		0.455			0.755						0.842	
Satd. Flow (perm)	0	1533	0	0	2478	0	0	1642	1396	0	1637	0
Satd. Flow (RTOR)		7							95		3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	10%	10%	10%	8%	8%	8%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	699	0	0	686	0	0	161	95	0	104	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		40.0			40.0			32.2	38.2		20.0	
Actuated g/C Ratio		0.40			0.40			0.32	0.38		0.20	
v/c Ratio		0.53			0.70			0.31	0.16		0.32	
Control Delay		25.2			6.6			7.5	1.4		37.6	
Queue Delay		0.0			0.1			1.2	1.8		0.1	
Total Delay		25.2			6.6			8.7	3.3		37.6	
LOS		C			A			A	A		D	
Approach Delay		25.2			6.6			6.7			37.6	
Approach LOS		C			A			A			D	
Queue Length 50th (ft)		174			15			17	2		56	
Queue Length 95th (ft)		247			24			m45	m3		111	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2023			980			521	591		326	
Starvation Cap Reductn		0			15			198	377		0	
Spillback Cap Reductn		200			0			0	0		12	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.38			0.71			0.50	0.44		0.33	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 15.9

Intersection LOS: B

Intersection Capacity Utilization 70.1%

ICU Level of Service C

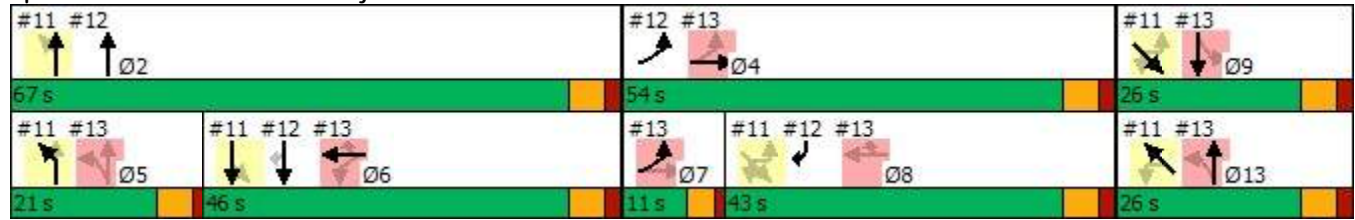
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Build 2022
AM Peak

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

Build 2022
AM Peak

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Build 2022
AM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	304	0	0	549	654	489				
Future Volume (vph)	304	0	0	549	654	489				
Satd. Flow (prot)	3022	0	0	3312	2908	1315				
Flt Permitted	0.950									
Satd. Flow (perm)	3022	0	0	3312	2908	1315				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	12%	12%	9%	9%	8%	8%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						29%				
Lane Group Flow (vph)	313	0	0	566	820	358				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	1.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	23.2			40.0	40.0	52.2				
Actuated g/C Ratio	0.23			0.40	0.40	0.52				
v/c Ratio	0.45			0.43	0.71	0.53				
Control Delay	7.0			4.5	30.4	12.1				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	7.0			4.5	30.4	12.1				
LOS	A			A	C	B				
Approach Delay	7.0			4.5	24.8					
Approach LOS	A			A	C					
Queue Length 50th (ft)	10			15	239	97				
Queue Length 95th (ft)	12			19	337	152				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1434			1997	1149	1001				
Starvation Cap Reductn	101			181	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.23			0.31	0.71	0.36				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 16.5

Intersection LOS: B

Intersection Capacity Utilization 42.0%

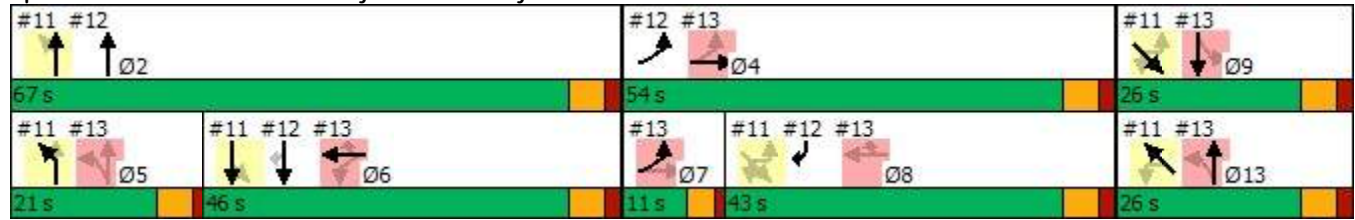
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Build 2022
AM Peak

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

Build 2022

Timings

AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	97	299	96	3	488	15	46	74	0	3	135	90
Future Volume (vph)	97	299	96	3	488	15	46	74	0	3	135	90
Satd. Flow (prot)	1671	3222	0	0	3120	1396	0	1758	0	0	1745	0
Flt Permitted	0.461				0.841			0.000			0.997	
Satd. Flow (perm)	811	3222	0	0	2624	1396	0	0	0	0	1742	0
Satd. Flow (RTOR)		31				89						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	8%	8%	8%	6%	6%	6%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	102	416	0	0	517	16	0	126	0	0	240	0
Turn Type	pm+pt	NA		Perm	NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7		6	6 8	6 8	13 5	5		9		
Detector Phase	7	4		6	6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0		16.0	16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		Min	Min			None		None	None	
Act Effct Green (s)	25.2	23.2			52.2	52.2		20.0			20.0	
Actuated g/C Ratio	0.25	0.23			0.52	0.52		0.20			0.20	
v/c Ratio	0.39	0.55			0.38	0.02		0.36			0.70	
Control Delay	35.0	34.6			2.3	0.1		39.9			50.3	
Queue Delay	0.0	0.0			0.3	0.0		5.5			0.0	
Total Delay	35.0	34.6			2.6	0.1		45.4			50.3	
LOS	D	C			A	A		D			D	
Approach Delay		34.7			2.5			45.4			50.3	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	53	115			7	0		53			145	
Queue Length 95th (ft)	98	164			9	m0		93			#259	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	261	1545			1352	1083		347			344	
Starvation Cap Reductn	0	0			323	0		165			0	
Spillback Cap Reductn	0	10			8	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.39	0.27			0.50	0.01		0.69			0.70	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.2

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.71

Intersection Signal Delay: 26.2

Intersection LOS: C

Intersection Capacity Utilization 64.1%

ICU Level of Service C

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

Build 2022
AM Peak

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

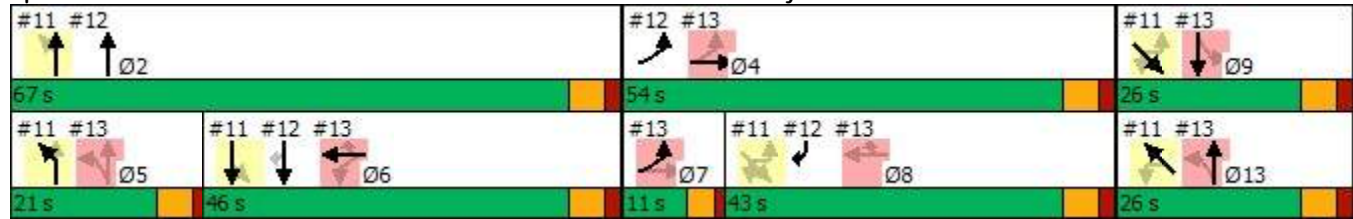
13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Build 2022
AM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway

Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	35	462	54	41	411	57	45	252	50	77	279	47
Future Volume (vph)	35	462	54	41	411	57	45	252	50	77	279	47
Satd. Flow (prot)	0	1975	0	0	1876	0	1589	1689	0	1532	1633	0
Flt Permitted		0.948			0.926		0.361			0.401		
Satd. Flow (perm)	0	1878	0	0	1744	0	604	1689	0	646	1633	0
Satd. Flow (RTOR)		10			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	6%	6%	6%	6%	6%	6%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	573	0	0	530	0	47	315	0	80	340	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.4			46.4		21.6	21.6		21.6	21.6	
Actuated g/C Ratio		0.58			0.58		0.27	0.27		0.27	0.27	
v/c Ratio		0.52			0.52		0.29	0.69		0.46	0.77	
Control Delay		12.2			13.4		26.0	33.9		31.7	38.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		12.2			13.4		26.0	33.9		31.7	38.7	
LOS		B			B		C	C		C	D	
Approach Delay		12.2			13.4			32.8			37.4	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		212			143		19	140		33	156	
Queue Length 95th (ft)		382			278		43	201		68	221	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1105			1027		200	558		213	540	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.52			0.52		0.23	0.56		0.38	0.63	

Intersection Summary

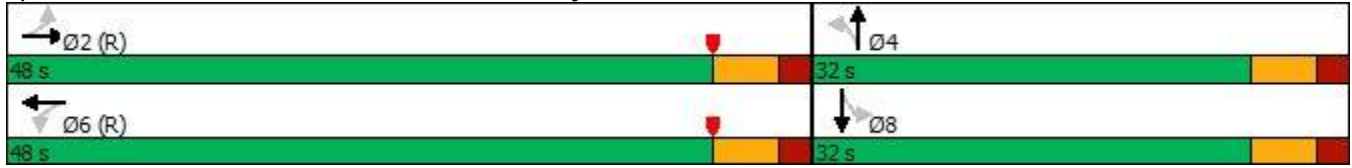
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 58 (73%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.1
 Intersection Capacity Utilization 75.1%
 Analysis Period (min) 15

Intersection LOS: C
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

Build 2022
AM Peak

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	471	23	72	569	15	130	36	116	5	12	12
Future Volume (vph)	8	471	23	72	569	15	130	36	116	5	12	12
Satd. Flow (prot)	0	1747	0	0	1812	0	0	1595	0	0	1616	0
Flt Permitted		0.990			0.892			0.838			0.944	
Satd. Flow (perm)	0	1731	0	0	1625	0	0	1366	0	0	1538	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	4%	4%	4%	10%	10%	10%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	0	684	0	0	294	0	0	31	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.7			46.7			21.3			21.3	
Actuated g/C Ratio		0.58			0.58			0.27			0.27	
v/c Ratio		0.52			0.72			0.81			0.08	
Control Delay		9.2			17.8			44.7			20.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.2			17.8			44.7			20.3	
LOS		A			B			D			C	
Approach Delay		9.2			17.8			44.7			20.3	
Approach LOS		A			B			D			C	
Queue Length 50th (ft)		162			273			134			11	
Queue Length 95th (ft)		115			#489			215			30	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1010			949			435			490	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.52			0.72			0.68			0.06	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 49 (61%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.81
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 99.7%
 Analysis Period (min) 15

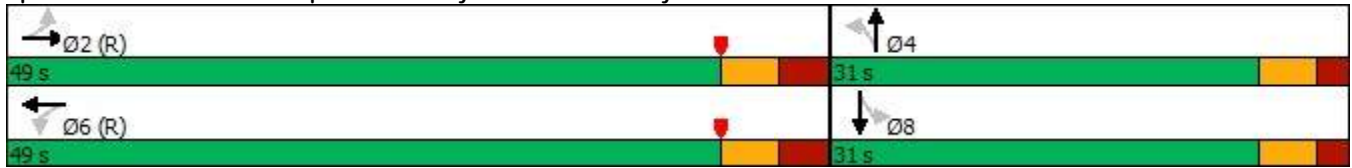
Intersection LOS: C
 ICU Level of Service F

15: Prospect Ave/Derby Ave & W Broadway Timings

Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway

Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	20	558	58	80	497	9	38	61	40	13	179	19
Future Volume (vph)	20	558	58	80	497	9	38	61	40	13	179	19
Satd. Flow (prot)	0	1792	0	0	1836	0	0	1652	0	0	1817	0
Flt Permitted		0.975			0.842			0.761			0.973	
Satd. Flow (perm)	0	1751	0	0	1556	0	0	1275	0	0	1773	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	6%	6%	6%	9%	9%	9%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	669	0	0	616	0	0	146	0	0	222	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.8			52.8			15.2			15.2	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.58			0.60			0.60			0.66	
Control Delay		12.4			7.1			39.5			39.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			7.1			39.5			39.1	
LOS		B			A			D			D	
Approach Delay		12.4			7.1			39.5			39.1	
Approach LOS		B			A			D			D	
Queue Length 50th (ft)		184			77			67			104	
Queue Length 95th (ft)		195			124			116			160	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1155			1026			398			554	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.60			0.37			0.40	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 7 (9%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 16.4
 Intersection Capacity Utilization 93.7%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service F

17: Cedarhurst Ave & W Broadway Timings

Build 2022
AM Peak

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway

Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	5	518	31	80	534	19	54	54	68	33	69	14
Future Volume (vph)	5	518	31	80	534	19	54	54	68	33	69	14
Satd. Flow (prot)	0	1747	0	0	1758	0	0	1706	0	0	1773	0
Flt Permitted		0.995			0.855			0.985			0.986	
Satd. Flow (perm)	0	1738	0	0	1512	0	0	1706	0	0	1773	0
Satd. Flow (RTOR)		4			2			38			8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	8%	8%	8%	7%	7%	7%	4%	4%	4%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	595	0	0	680	0	0	189	0	0	124	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		41.8			41.8			12.5			10.6	
Actuated g/C Ratio		0.52			0.52			0.16			0.13	
v/c Ratio		0.65			0.86			0.63			0.52	
Control Delay		22.4			29.9			34.0			37.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.4			29.9			34.0			37.1	
LOS		C			C			C			D	
Approach Delay		22.4			29.9			34.0			37.1	
Approach LOS		C			C			C			D	
Queue Length 50th (ft)		216			189			71			55	
Queue Length 95th (ft)		#482			#617			126			100	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		909			790			465			460	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.65			0.86			0.41			0.27	

Intersection Summary

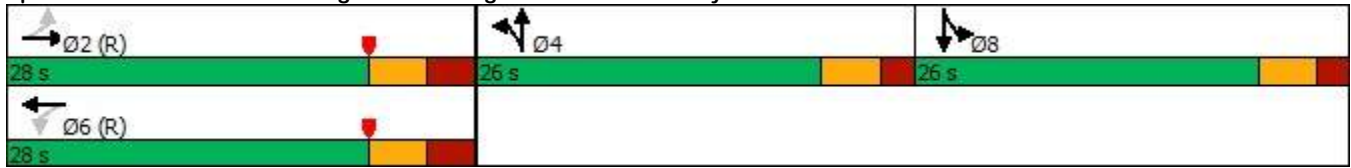
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 28.2
 Intersection Capacity Utilization 92.1%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F

18: Washington Ave/Arlington Rd & W Broadway Timings

Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway

Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	399	306	31	171	333	220	17	476	0	121	390	294
Future Volume (vph)	399	306	31	171	333	220	17	476	0	121	390	294
Satd. Flow (prot)	1535	3151	0	0	3316	1509	1752	3505	0	1671	1759	1495
Flt Permitted	0.950	0.984			0.983		0.526			0.327		
Satd. Flow (perm)	1535	3151	0	0	3316	1509	970	3505	0	575	1759	1495
Satd. Flow (RTOR)		5				82						147
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	7%	7%	7%	7%	7%	7%	3%	3%	3%	8%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	39%											
Lane Group Flow (vph)	251	507	0	0	519	227	18	491	0	125	402	303
Turn Type	Split	NA		Split	NA	pm+ov	Perm	NA		pm+pt	NA	pm+ov
Protected Phases	4	4		8	8	1		2		1	6	4
Permitted Phases						8	2			6		6
Detector Phase	4	4		8	8	1	2	2		1	6	4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0	3.0	20.0	20.0		3.0	20.0	12.0
Minimum Split (s)	32.0	32.0		32.0	32.0	8.0	32.0	32.0		8.0	32.0	32.0
Total Split (s)	33.0	33.0		33.0	33.0	21.0	33.0	33.0		21.0	54.0	33.0
Total Split (%)	27.5%	27.5%		27.5%	27.5%	17.5%	27.5%	27.5%		17.5%	45.0%	27.5%
Yellow Time (s)	4.0	4.0		4.0	4.0	3.0	4.0	4.0		3.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0	2.0	2.0	2.0		2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.0	6.0			6.0	5.0	6.0	6.0		5.0	6.0	6.0
Lead/Lag						Lead	Lag	Lag		Lead		
Lead-Lag Optimize?						Yes	Yes	Yes		Yes		
Recall Mode	None	None		None	None	None	C-Min	C-Min		None	C-Min	None
Act Effct Green (s)	25.6	25.6			23.4	40.5	36.9	36.9		54.0	53.0	84.6
Actuated g/C Ratio	0.21	0.21			0.20	0.34	0.31	0.31		0.45	0.44	0.70
v/c Ratio	0.77	0.75			0.80	0.40	0.06	0.46		0.35	0.52	0.28
Control Delay	60.3	51.1			56.1	20.0	24.6	28.6		24.4	28.8	4.1
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	60.3	51.1			56.1	20.0	24.6	28.6		24.4	28.8	4.1
LOS	E	D			E	B	C	C		C	C	A
Approach Delay		54.1			45.1			28.5			19.1	
Approach LOS		D			D			C			B	
Queue Length 50th (ft)	198	197			202	83	8	168		58	229	36
Queue Length 95th (ft)	#323	263			258	138	m18	236		104	343	76
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	355	734			746	621	298	1079		404	785	1122
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.71	0.69			0.70	0.37	0.06	0.46		0.31	0.51	0.27

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 84 (70%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 37.0

Intersection LOS: D

Intersection Capacity Utilization 85.4%

ICU Level of Service E

Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

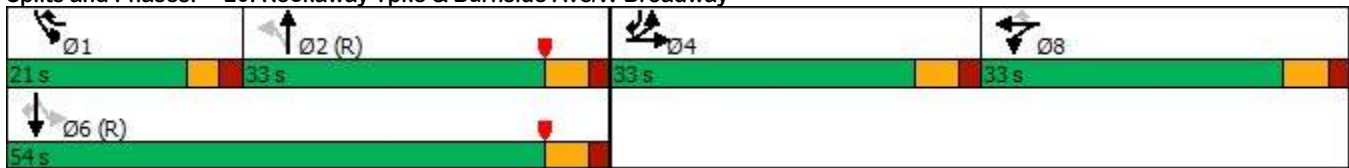
Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

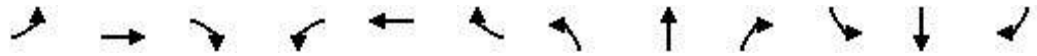
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	121	291	27	32	244	92	36	361	43	101	187	160
Future Volume (vph)	121	291	27	32	244	92	36	361	43	101	187	160
Satd. Flow (prot)	1719	1786	0	1703	1719	0	1719	1781	0	1703	1669	0
Flt Permitted	0.237			0.442			0.402			0.245		
Satd. Flow (perm)	429	1786	0	792	1719	0	727	1781	0	439	1669	0
Satd. Flow (RTOR)								5				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	5%	5%	5%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	350	0	35	369	0	40	444	0	111	381	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	47.5	40.2		38.2	31.2		51.0	43.9		57.1	48.8	
Actuated g/C Ratio	0.40	0.34		0.32	0.26		0.42	0.37		0.48	0.41	
v/c Ratio	0.46	0.59		0.12	0.83		0.11	0.68		0.36	0.56	
Control Delay	26.9	37.7		20.5	57.2		19.3	40.3		17.3	24.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	26.9	37.7		20.5	57.2		19.3	40.3		17.3	24.4	
LOS	C	D		C	E		B	D		B	C	
Approach Delay		34.7			54.0			38.6			22.8	
Approach LOS		C			D			D			C	
Queue Length 50th (ft)	64	233		16	268		16	291		18	148	
Queue Length 95th (ft)	98	318		33	360		40	#510		m58	284	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	298	604		376	544		438	655		340	678	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.45	0.58		0.09	0.68		0.09	0.68		0.33	0.56	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 36.8

Intersection LOS: D

Intersection Capacity Utilization 72.3%

ICU Level of Service C

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings



Build 2022
AM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave

 Ø1 18 s	 Ø2 (R) 40 s	 Ø3 18 s	 Ø4 44 s
 Ø5 18 s	 Ø6 (R) 40 s	 Ø7 18 s	 Ø8 44 s

23: Washington Ave & Central Ave Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	410	35	58	370	46	19	108	58	54	120	128
Future Volume (vph)	77	410	35	58	370	46	19	108	58	54	120	128
Satd. Flow (prot)	0	1798	0	0	1759	0	0	1776	0	0	1707	0
Flt Permitted		0.865			0.888			0.940			0.901	
Satd. Flow (perm)	0	1566	0	0	1571	0	0	1677	0	0	1552	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	6%	6%	6%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	581	0	0	526	0	0	205	0	0	335	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		26.5			26.5			18.2			18.2	
Actuated g/C Ratio		0.46			0.46			0.32			0.32	
v/c Ratio		0.80			0.72			0.38			0.68	
Control Delay		24.7			20.4			18.0			25.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		24.7			20.4			18.0			25.2	
LOS		C			C			B			C	
Approach Delay		24.7			20.4			18.0			25.2	
Approach LOS		C			C			B			C	
Queue Length 50th (ft)		161			138			55			100	
Queue Length 95th (ft)		#386			294			111			192	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		907			910			789			730	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.58			0.26			0.46	

Intersection Summary

Cycle Length: 70

Actuated Cycle Length: 57.2

Natural Cycle: 60

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 22.6

Intersection LOS: C

Intersection Capacity Utilization 77.3%

ICU Level of Service D

Analysis Period (min) 15

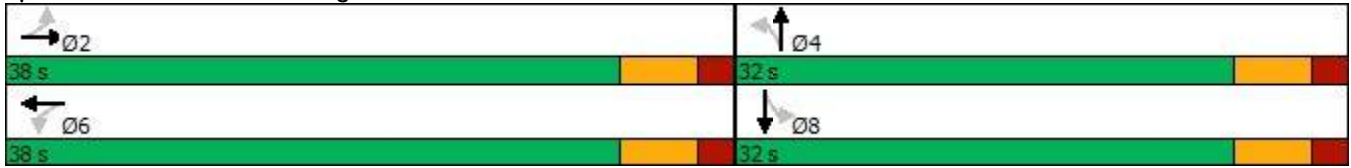
95th percentile volume exceeds capacity, queue may be longer.

23: Washington Ave & Central Ave Timings

Build 2022
AM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	55	464	23	10	435	41	37	62	12	0	0	0
Future Volume (vph)	55	464	23	10	435	41	37	62	12	0	0	0
Satd. Flow (prot)	0	1969	0	0	1930	0	0	1907	0	0	0	0
Flt Permitted		0.907			0.985			0.984				
Satd. Flow (perm)	0	1795	0	0	1903	0	0	1907	0	0	0	0
Satd. Flow (RTOR)					9							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	7%	7%	7%	3%	3%	3%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	570	0	0	512	0	0	117	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		21.6			21.6			10.6				
Actuated g/C Ratio		0.49			0.49			0.24				
v/c Ratio		0.65			0.55			0.26				
Control Delay		12.8			10.5			16.1				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.8			10.5			16.1				
LOS		B			B			B				
Approach Delay		12.8			10.5			16.1				
Approach LOS		B			B			B				
Queue Length 50th (ft)		93			76			22				
Queue Length 95th (ft)		188			153			63				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1306			1388			1128				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.44			0.37			0.10				

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 44.2
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 12.1
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

24: Spruce St & Central Ave Timings

Build 2022
AM Peak

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	354	17	28	342	49	35	112	15	38	111	121
Future Volume (vph)	78	354	17	28	342	49	35	112	15	38	111	121
Satd. Flow (prot)	0	2022	0	0	1993	0	0	1750	0	0	1673	0
Flt Permitted		0.867			0.951			0.891			0.927	
Satd. Flow (perm)	0	1769	0	0	1901	0	0	1576	0	0	1562	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	6%	6%	6%	6%	6%	6%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	468	0	0	436	0	0	169	0	0	282	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.7			21.7			13.9			13.9	
Actuated g/C Ratio		0.45			0.45			0.29			0.29	
v/c Ratio		0.58			0.51			0.37			0.62	
Control Delay		14.4			12.8			16.0			21.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.4			12.8			16.0			21.3	
LOS		B			B			B			C	
Approach Delay		14.4			12.8			16.0			21.3	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		87			77			34			62	
Queue Length 95th (ft)		203			179			85			143	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1017			1093			1041			1031	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.40			0.16			0.27	

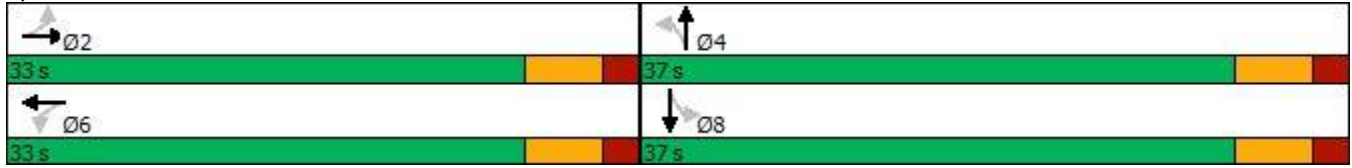
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 47.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 15.5	Intersection LOS: B
Intersection Capacity Utilization 72.9%	ICU Level of Service C
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Build 2022
AM Peak

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	296	14	12	294	66	22	83	2	34	60	93
Future Volume (vph)	111	296	14	12	294	66	22	83	2	34	60	93
Satd. Flow (prot)	0	1760	0	0	1746	0	0	1738	0	0	1642	0
Flt Permitted		0.802			0.981			0.897			0.919	
Satd. Flow (perm)	0	1430	0	0	1716	0	0	1575	0	0	1523	0
Satd. Flow (RTOR)					20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	6%	6%	6%	8%	8%	8%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	474	0	0	417	0	0	120	0	0	209	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		24.1			24.1			13.7			13.7	
Actuated g/C Ratio		0.48			0.48			0.27			0.27	
v/c Ratio		0.69			0.50			0.28			0.50	
Control Delay		16.9			11.3			17.2			20.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.9			11.3			17.2			20.9	
LOS		B			B			B			C	
Approach Delay		16.9			11.3			17.2			20.9	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		94			69			25			46	
Queue Length 95th (ft)		220			157			70			118	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		937			1131			839			811	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.37			0.14			0.26	

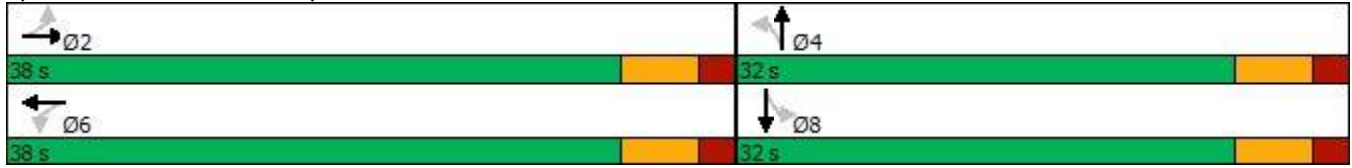
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 50.1	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.69	
Intersection Signal Delay: 15.7	Intersection LOS: B
Intersection Capacity Utilization 71.6%	ICU Level of Service C
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

Build 2022
AM Peak

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave

Timings

Build 2022
AM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	102	216	32	10	137	18	28	95	18	30	160	97
Future Volume (vph)	102	216	32	10	137	18	28	95	18	30	160	97
Satd. Flow (prot)	0	1998	0	0	2053	0	0	1843	0	0	1804	0
Flt Permitted		0.855			0.973			0.906			0.954	
Satd. Flow (perm)	0	1732	0	0	2004	0	0	1687	0	0	1729	0
Satd. Flow (RTOR)		12			15							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	3%	3%	3%	7%	7%	7%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	389	0	0	183	0	0	157	0	0	319	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		20.9			20.9			13.4			13.4	
Actuated g/C Ratio		0.47			0.47			0.30			0.30	
v/c Ratio		0.47			0.19			0.31			0.61	
Control Delay		11.1			7.9			13.0			18.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.1			7.9			13.0			18.4	
LOS		B			A			B			B	
Approach Delay		11.1			7.9			13.0			18.4	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		56			21			29			65	
Queue Length 95th (ft)		143			61			61			122	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		824			954			764			782	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.47			0.19			0.21			0.41	

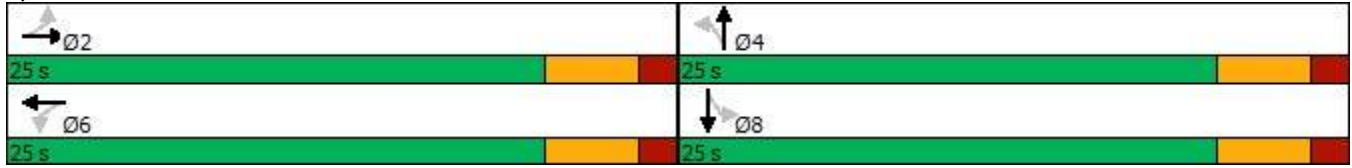
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 44.3	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 13.0	Intersection LOS: B
Intersection Capacity Utilization 62.4%	ICU Level of Service B
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

Build 2022
AM Peak

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway HCM Unsignalized Intersection Capacity Analysis

Build 2022
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	719	17	15	739	23	24	27	46	30	0	51
Future Volume (Veh/h)	55	719	17	15	739	23	24	27	46	30	0	51
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	59	773	18	16	795	25	26	29	49	32	0	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)	423				1143							
pX, platoon unblocked	0.78			0.73			0.84	0.84	0.73	0.84	0.84	0.78
vC, conflicting volume	820			791			1794	1752	782	1803	1748	808
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	628			525			1259	1209	512	1269	1204	612
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)												
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	92			98			73	79	88	59	100	85
cM capacity (veh/h)	725			725			97	138	408	78	131	368
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	850	836	104	87								
Volume Left	59	16	26	32								
Volume Right	18	25	49	55								
cSH	725	725	173	156								
Volume to Capacity	0.08	0.02	0.60	0.56								
Queue Length 95th (ft)	7	2	82	71								
Control Delay (s)	2.2	0.6	52.8	54.0								
Lane LOS	A	A	F	F								
Approach Delay (s)	2.2	0.6	52.8	54.0								
Approach LOS			F	F								
Intersection Summary												
Average Delay			6.7									
Intersection Capacity Utilization			82.6%	ICU Level of Service	E							
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	555	75	130	646	0	0
Future Volume (Veh/h)	555	75	130	646	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	578	78	135	673	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.75		
vC, conflicting volume	656			1560 617		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	656			1580 617		
tC, single (s)	4.1			6.5 6.3		
tC, 2 stage (s)						
tF (s)	2.2			3.6 3.4		
p0 queue free %	85			100 100		
cM capacity (veh/h)	917			73 474		
Direction, Lane #	EB 1	WB 1				
Volume Total	656	808				
Volume Left	0	135				
Volume Right	78	0				
cSH	1700	917				
Volume to Capacity	0.39	0.15				
Queue Length 95th (ft)	0	13				
Control Delay (s)	0.0	3.6				
Lane LOS		A				
Approach Delay (s)	0.0	3.6				
Approach LOS						
Intersection Summary						
Average Delay	2.0					
Intersection Capacity Utilization	81.6%			ICU Level of Service	D	
Analysis Period (min)	15					

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 AM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↗
Traffic Volume (veh/h)	427	0	0	724	0	175
Future Volume (Veh/h)	427	0	0	724	0	175
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	469	0	0	796	0	192
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.73	
vC, conflicting volume			469	1265		234
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			469	1179		234
tC, single (s)			4.2	7.1		7.2
tC, 2 stage (s)						
tF (s)			2.3	3.6		3.4
p0 queue free %			100	100		74
cM capacity (veh/h)			1054	123		735
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	234	234	796	192		
Volume Left	0	0	0	0		
Volume Right	0	0	0	192		
cSH	1700	1700	1700	735		
Volume to Capacity	0.14	0.14	0.47	0.26		
Queue Length 95th (ft)	0	0	0	26		
Control Delay (s)	0.0	0.0	0.0	11.6		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	11.6		
Approach LOS				B		
Intersection Summary						
Average Delay			1.5			
Intersection Capacity Utilization			41.4%	ICU Level of Service		A
Analysis Period (min)	15					

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

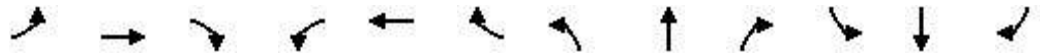
Build 2022
 AM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	518	159	16	577
Future Volume (Veh/h)	0	0	518	159	16	577
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	0	545	167	17	607
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.83					
vC, conflicting volume	1270	356			712	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1224	356			712	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.3	
p0 queue free %	100	100			98	
cM capacity (veh/h)	143	646			851	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	363	349	624			
Volume Left	0	0	17			
Volume Right	0	167	0			
cSH	1700	1700	851			
Volume to Capacity	0.21	0.21	0.02			
Queue Length 95th (ft)	0	0	2			
Control Delay (s)	0.0	0.0	0.5			
Lane LOS			A			
Approach Delay (s)	0.0		0.5			
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			46.6%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

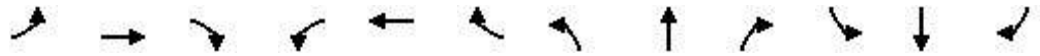
Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	390	69	29	336	0	0	0	0	29	51	127
Future Volume (vph)	0	390	69	29	336	0	0	0	0	29	51	127
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	0	443	78	33	382	0	0	0	0	33	58	144
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	521	415	235									
Volume Left (vph)	0	33	33									
Volume Right (vph)	78	0	144									
Hadj (s)	0.00	0.07	-0.22									
Departure Headway (s)	5.3	5.5	6.0									
Degree Utilization, x	0.77	0.63	0.39									
Capacity (veh/h)	521	632	538									
Control Delay (s)	23.4	17.5	12.9									
Approach Delay (s)	23.4	17.5	12.9									
Approach LOS	C	C	B									
Intersection Summary												
Delay			19.2									
Level of Service			C									
Intersection Capacity Utilization			60.4%	ICU Level of Service								B
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	41	0	0	4	0	9	0	48	0	0	43	13
Future Volume (vph)	41	0	0	4	0	9	0	48	0	0	43	13
Peak Hour Factor	0.92	0.92	0.92	0.88	0.92	0.88	0.92	0.88	0.88	0.88	0.88	0.92
Hourly flow rate (vph)	45	0	0	5	0	10	0	55	0	0	49	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	45	15	55	63								
Volume Left (vph)	45	5	0	0								
Volume Right (vph)	0	10	0	14								
Hadj (s)	0.23	0.19	0.48	0.02								
Departure Headway (s)	4.4	4.4	4.6	4.1								
Degree Utilization, x	0.06	0.02	0.07	0.07								
Capacity (veh/h)	789	789	765	855								
Control Delay (s)	7.7	7.5	7.9	7.4								
Approach Delay (s)	7.7	7.5	7.9	7.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.7									
Level of Service			A									
Intersection Capacity Utilization			16.1%	ICU Level of Service								A
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	10	2	0	0	0	0	36	24	4	10	0	15
Future Volume (vph)	10	2	0	0	0	0	36	24	4	10	0	15
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Hourly flow rate (vph)	11	2	0	0	0	0	41	27	5	11	0	17
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	13	0	73	28								
Volume Left (vph)	11	0	41	11								
Volume Right (vph)	0	0	5	17								
Hadj (s)	0.85	0.00	0.36	-0.18								
Departure Headway (s)	5.0	4.1	4.3	3.8								
Degree Utilization, x	0.02	0.00	0.09	0.03								
Capacity (veh/h)	705	851	819	930								
Control Delay (s)	8.1	7.1	7.7	6.9								
Approach Delay (s)	8.1	0.0	7.7	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.6									
Level of Service			A									
Intersection Capacity Utilization			15.3%	ICU Level of Service								A
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	387	4	104	503	120	3	129	90	94	129	71
Future Volume (vph)	78	387	4	104	503	120	3	129	90	94	129	71
Satd. Flow (prot)	0	1846	0	0	1791	0	0	1759	0	0	1755	0
Flt Permitted		0.808			0.867			0.995			0.724	
Satd. Flow (perm)	0	1504	0	0	1564	0	0	1751	0	0	1291	0
Satd. Flow (RTOR)		1			19						21	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	488	0	0	757	0	0	231	0	0	306	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		48.2			48.2			20.8			20.8	
Actuated g/C Ratio		0.60			0.60			0.26			0.26	
v/c Ratio		0.54			0.80			0.51			0.87	
Control Delay		13.4			21.4			28.3			50.6	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.4			21.4			28.3			50.6	
LOS		B			C			C			D	
Approach Delay		13.4			21.4			28.3			50.6	
Approach LOS		B			C			C			D	
Queue Length 50th (ft)		133			211			97			135	
Queue Length 95th (ft)		256			#551			149			#222	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		906			949			580			441	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.80			0.40			0.69	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 36 (45%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.87
 Intersection Signal Delay: 25.1
 Intersection Capacity Utilization 93.2%
 Analysis Period (min) 15

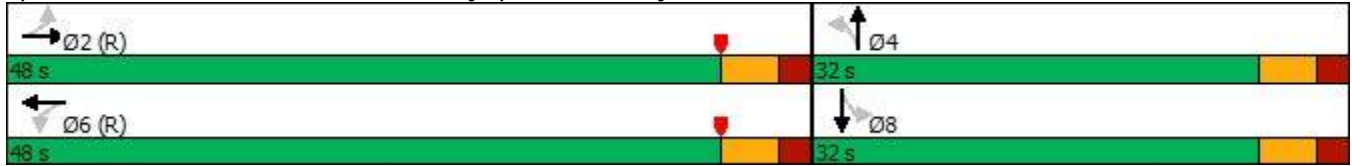
Intersection LOS: C
 ICU Level of Service F

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
PM Peak

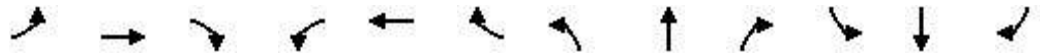
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	678	12	59	670	50	25	50	118	58	70	58
Future Volume (vph)	38	678	12	59	670	50	25	50	118	58	70	58
Satd. Flow (prot)	0	1757	0	0	1821	0	0	1776	0	0	1934	0
Flt Permitted		0.934			0.902			0.930			0.744	
Satd. Flow (perm)	0	1646	0	0	1649	0	0	1662	0	0	1460	0
Satd. Flow (RTOR)		2										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	759	0	0	811	0	0	201	0	0	193	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		53.2			53.2			14.8			14.8	
Actuated g/C Ratio		0.66			0.66			0.18			0.18	
v/c Ratio		0.69			0.74			0.65			0.71	
Control Delay		11.8			17.1			39.8			44.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		11.8			17.1			39.8			44.8	
LOS		B			B			D			D	
Approach Delay		11.8			17.1			39.8			44.8	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		110			383			94			91	
Queue Length 95th (ft)		363			#560			148			147	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1094			1096			540			474	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.69			0.74			0.37			0.41	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.74
 Intersection Signal Delay: 20.1
 Intersection Capacity Utilization 89.1%
 Analysis Period (min) 15

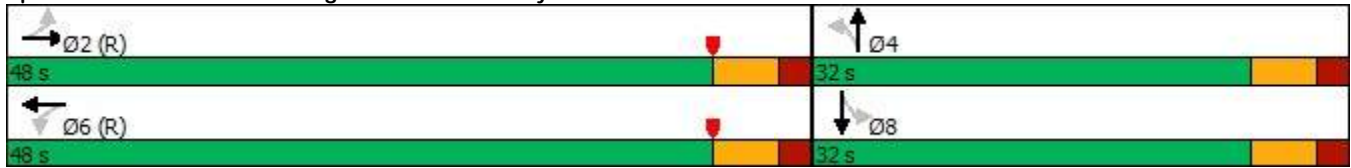
Intersection LOS: C
 ICU Level of Service E

2: Washington Ave & Broadway Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	76	794	761	34	9	17
Future Volume (vph)	76	794	761	34	9	17
Satd. Flow (prot)	1636	1845	1998	0	1817	0
Flt Permitted	0.329				0.983	
Satd. Flow (perm)	566	1845	1998	0	1817	0
Satd. Flow (RTOR)			4		17	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	4%	4%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	77	802	803	0	26	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	72.3	72.3	72.3		6.5	
Actuated g/C Ratio	0.90	0.90	0.90		0.08	
v/c Ratio	0.15	0.48	0.44		0.16	
Control Delay	1.9	2.2	3.5		22.5	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	1.9	2.3	3.6		22.5	
LOS	A	A	A		C	
Approach Delay		2.3	3.6		22.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		4	
Queue Length 95th (ft)	m9	77	186		27	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	512	1668	1807		647	
Starvation Cap Reductn	0	0	53		0	
Spillback Cap Reductn	0	73	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.15	0.50	0.46		0.04	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.48
 Intersection Signal Delay: 3.2
 Intersection Capacity Utilization 78.2%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

3: Broadway & Spruce St Timings

Build 2022
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	722	13	20	690	88	19	30	25	75	48	81
Future Volume (vph)	69	722	13	20	690	88	19	30	25	75	48	81
Satd. Flow (prot)	0	1755	0	0	1798	0	0	1773	0	0	1942	0
Flt Permitted		0.878			0.973			0.862			0.868	
Satd. Flow (perm)	0	1547	0	0	1751	0	0	1548	0	0	1717	0
Satd. Flow (RTOR)		2			12			26			44	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	4%	4%	4%	11%	11%	11%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	828	0	0	823	0	0	77	0	0	210	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		55.5			55.5			13.5			13.5	
Actuated g/C Ratio		0.69			0.69			0.17			0.17	
v/c Ratio		0.77			0.68			0.27			0.65	
Control Delay		13.9			13.4			21.8			33.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.9			13.4			21.8			33.1	
LOS		B			B			C			C	
Approach Delay		13.9			13.4			21.8			33.1	
Approach LOS		B			B			C			C	
Queue Length 50th (ft)		294			375			22			78	
Queue Length 95th (ft)		#599			541			54			134	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1074			1219			511			577	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.77			0.68			0.15			0.36	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 16.1
 Intersection Capacity Utilization 99.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	806	804	0	102	72
Future Volume (vph)	0	806	804	0	102	72
Satd. Flow (prot)	0	1845	1845	0	1614	0
Flt Permitted					0.972	
Satd. Flow (perm)	0	1845	1845	0	1614	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	8%	8%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	831	829	0	179	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		54.8	54.8		14.2	
Actuated g/C Ratio		0.68	0.68		0.18	
v/c Ratio		0.66	0.66		0.63	
Control Delay		8.1	6.5		39.6	
Queue Delay		0.0	0.0		0.0	
Total Delay		8.1	6.5		39.6	
LOS		A	A		D	
Approach Delay		8.1	6.5		39.6	
Approach LOS		A	A		D	
Queue Length 50th (ft)		140	77		84	
Queue Length 95th (ft)		189	204		135	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1264	1264		514	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.66	0.66		0.35	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 27 (34%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.66
 Intersection Signal Delay: 10.4
 Intersection Capacity Utilization 61.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

5: Broadway & Grove Ave Timings

Build 2022
PM Peak

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Build 2022
PM Peak



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	821	40	55	680	55	37
Future Volume (vph)	821	40	55	680	55	37
Satd. Flow (prot)	1799	0	0	1802	1503	0
Flt Permitted				0.893	0.971	
Satd. Flow (perm)	1799	0	0	1616	1503	0
Satd. Flow (RTOR)	5				38	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	5%	5%	5%	5%	16%	16%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	879	0	0	750	94	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	62.8			62.8	8.8	
Actuated g/C Ratio	0.78			0.78	0.11	
v/c Ratio	0.62			0.59	0.47	
Control Delay	7.4			7.0	28.8	
Queue Delay	0.0			0.0	0.0	
Total Delay	7.4			7.0	28.8	
LOS	A			A	C	
Approach Delay	7.4			7.0	28.8	
Approach LOS	A			A	C	
Queue Length 50th (ft)	212			162	27	
Queue Length 95th (ft)	454			208	67	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1412			1267	514	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.62			0.59	0.18	

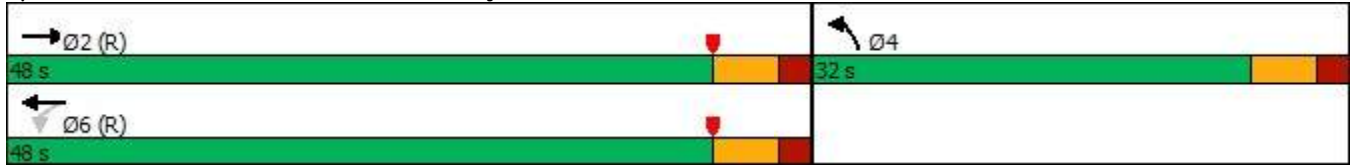
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.62
 Intersection Signal Delay: 8.4
 Intersection Capacity Utilization 96.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service F

7: Meadow Dr & Broadway Timings

Build 2022
PM Peak

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

Build 2022

Timings

PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	596	66	19	599	85	66	62	9	77	78	109
Future Volume (vph)	122	596	66	19	599	85	66	62	9	77	78	109
Satd. Flow (prot)	0	1749	0	0	1753	0	0	1832	0	0	1889	0
Flt Permitted		0.807			0.974			0.611			0.859	
Satd. Flow (perm)	0	1423	0	0	1709	0	0	1147	0	0	1645	0
Satd. Flow (RTOR)					14						46	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	799	0	0	717	0	0	139	0	0	270	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.6			52.6			16.4			16.4	
Actuated g/C Ratio		0.66			0.66			0.20			0.20	
v/c Ratio		0.86			0.64			0.59			0.72	
Control Delay		23.0			12.1			38.1			35.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.0			12.1			38.1			35.1	
LOS		C			B			D			D	
Approach Delay		23.0			12.1			38.1			35.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)		412			183			63			105	
Queue Length 95th (ft)		#658			490			109			167	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		934			1127			365			555	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.86			0.64			0.38			0.49	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 34 (43%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 80
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.86
 Intersection Signal Delay: 21.7
 Intersection Capacity Utilization 110.2%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service H

8: Woodmere Blvd & Broadway Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway

Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	520	47	23	549	20	52	51	18	33	53	77
Future Volume (vph)	56	520	47	23	549	20	52	51	18	33	53	77
Satd. Flow (prot)	0	1898	0	0	1913	0	0	1770	0	0	1801	0
Flt Permitted		0.912			0.969			0.705			0.906	
Satd. Flow (perm)	0	1738	0	0	1858	0	0	1274	0	0	1648	0
Satd. Flow (RTOR)		8						11			59	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	636	0	0	603	0	0	123	0	0	167	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		57.3			57.3			11.7			11.7	
Actuated g/C Ratio		0.72			0.72			0.15			0.15	
v/c Ratio		0.51			0.45			0.63			0.57	
Control Delay		9.7			7.5			42.9			27.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.7			7.5			42.9			27.7	
LOS		A			A			D			C	
Approach Delay		9.7			7.5			42.9			27.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		213			76			53			50	
Queue Length 95th (ft)		m225			258			101			103	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1246			1329			413			565	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.45			0.30			0.30	

Intersection Summary

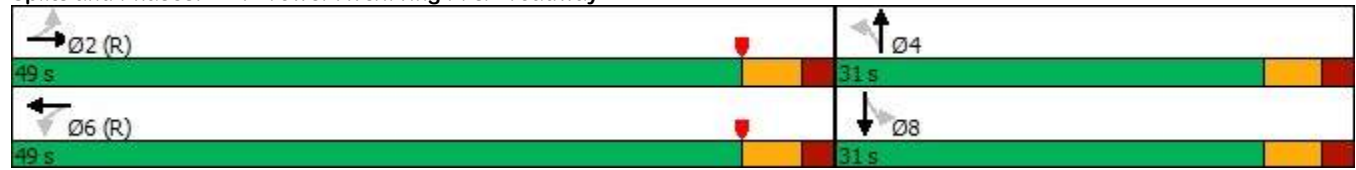
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 37 (46%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.63
 Intersection Signal Delay: 13.5
 Intersection LOS: B
 Intersection Capacity Utilization 75.0%
 ICU Level of Service D
 Analysis Period (min) 15

9: Brower Ave/Irving Pl & Broadway Timings

Build 2022
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	65	549	14	26	505	40	10	75	87	55	110	138
Future Volume (vph)	65	549	14	26	505	40	10	75	87	55	110	138
Satd. Flow (prot)	0	2033	0	0	2024	0	0	1680	0	0	1732	0
Flt Permitted		0.892			0.959			0.975			0.893	
Satd. Flow (perm)	0	1822	0	0	1945	0	0	1643	0	0	1560	0
Satd. Flow (RTOR)											56	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	5%	5%	5%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	655	0	0	595	0	0	179	0	0	316	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		49.3			49.3			18.7			18.7	
Actuated g/C Ratio		0.62			0.62			0.23			0.23	
v/c Ratio		0.58			0.50			0.47			0.78	
Control Delay		12.4			11.5			29.1			36.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.4			11.5			29.1			36.2	
LOS		B			B			C			D	
Approach Delay		12.4			11.5			29.1			36.2	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		124			148			77			122	
Queue Length 95th (ft)		362			288			119			188	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1123			1199			533			544	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.50			0.34			0.58	

Intersection Summary

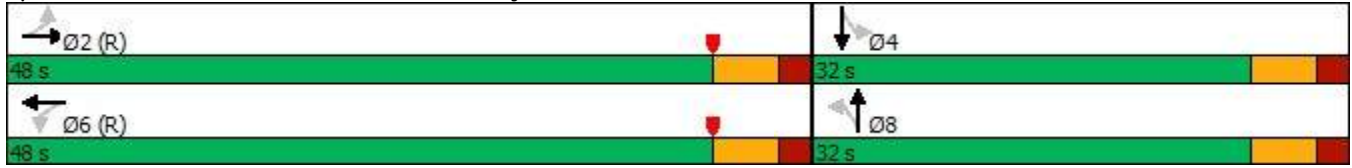
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.78
 Intersection Signal Delay: 18.1
 Intersection Capacity Utilization 96.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

10: Franklin Ave & Broadway Timings

Build 2022
PM Peak

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Build 2022

Timings

PM Peak



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕			↕↕
Traffic Volume (vph)	94	579	35	61	512	0	2	79	120	25	67	12
Future Volume (vph)	94	579	35	61	512	0	2	79	120	25	67	12
Satd. Flow (prot)	0	3490	0	0	3522	0	0	1720	1463	0	1917	0
Flt Permitted		0.455			0.720						0.913	
Satd. Flow (perm)	0	1599	0	0	2548	0	0	1722	1463	0	1771	0
Satd. Flow (RTOR)		4							125		4	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	737	0	0	597	0	0	84	125	0	109	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		39.3			39.3			33.5	39.5		20.1	
Actuated g/C Ratio		0.39			0.39			0.33	0.39		0.20	
v/c Ratio		0.55			0.61			0.15	0.19		0.31	
Control Delay		26.6			5.2			5.7	1.4		38.0	
Queue Delay		0.0			0.3			0.9	2.5		0.2	
Total Delay		26.6			5.5			6.5	3.9		38.2	
LOS		C			A			A	A		D	
Approach Delay		26.6			5.5			4.9			38.2	
Approach LOS		C			A			A			D	
Queue Length 50th (ft)		188			11			4	2		59	
Queue Length 95th (ft)		280			15			m16	m3		119	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2096			1004			565	651		351	
Starvation Cap Reductn		0			75			308	419		0	
Spillback Cap Reductn		227			0			0	0		37	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.39			0.64			0.33	0.54		0.35	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.9

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 17.0

Intersection LOS: B

Intersection Capacity Utilization 63.1%

ICU Level of Service B

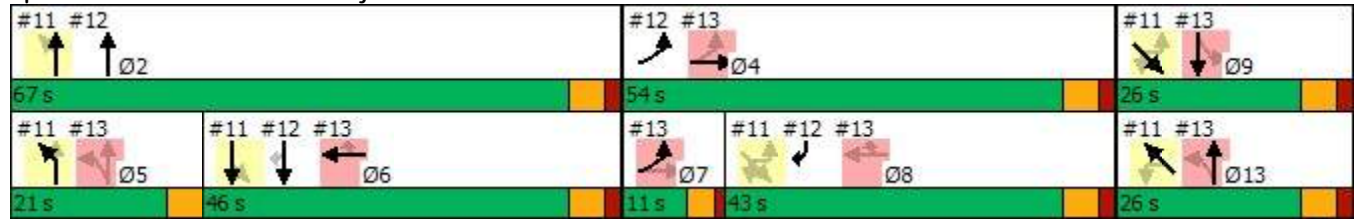
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Build 2022
PM Peak

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

Build 2022
PM Peak

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Build 2022
PM Peak



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	473	0	0	595	576	539				
Future Volume (vph)	473	0	0	595	576	539				
Satd. Flow (prot)	3286	0	0	3505	2985	1366				
Flt Permitted	0.950									
Satd. Flow (perm)	3286	0	0	3505	2985	1366				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	3%	3%	4%	4%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						36%				
Lane Group Flow (vph)	493	0	0	620	802	359				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	24.5			39.3	39.3	52.8				
Actuated g/C Ratio	0.24			0.39	0.39	0.52				
v/c Ratio	0.62			0.46	0.70	0.51				
Control Delay	9.3			4.6	30.7	11.5				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	9.3			4.7	30.7	11.5				
LOS	A			A	C	B				
Approach Delay	9.3			4.7	24.8					
Approach LOS	A			A	C					
Queue Length 50th (ft)	18			17	232	96				
Queue Length 95th (ft)	22			22	346	148				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1552			2103	1177	1024				
Starvation Cap Reductn	76			179	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.33			0.32	0.68	0.35				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.9

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 15.9

Intersection LOS: B

Intersection Capacity Utilization 45.2%

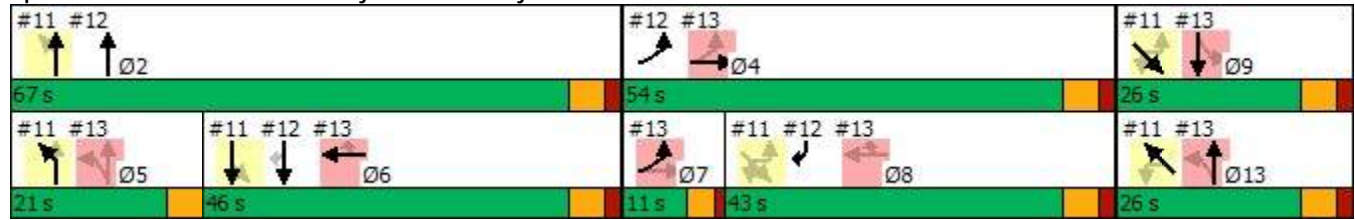
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Build 2022
PM Peak

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

Build 2022

Timings

PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations													
Traffic Volume (vph)	174	438	92	0	492	44	68	92	0	12	109	117	
Future Volume (vph)	174	438	92	0	492	44	68	92	0	12	109	117	
Satd. Flow (prot)	1770	3447	0	0	3179	1422	0	1772	0	0	1701	0	
Flt Permitted	0.458							0.000			0.980		
Satd. Flow (perm)	853	3447	0	0	3179	1422	0	0	0	0	1672	0	
Satd. Flow (RTOR)		18				82							
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	5%	5%	5%	4%	4%	4%	
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%			0%		
Shared Lane Traffic (%)													
Lane Group Flow (vph)		185	564	0	0	523	47	0	170	0	0	253	0
Turn Type	pm+pt	NA			NA	custom	custom		NA		Perm	NA	
Protected Phases	7	4			6				13			9	
Permitted Phases	4	7			6 8	6 8	13 5	5			9		
Detector Phase	7	4			6	6 8	13 5	13			9	9	
Switch Phase													
Minimum Initial (s)	3.0	6.0			10.0			6.0			6.0	6.0	
Minimum Split (s)	10.0	26.0			16.0			12.0			26.0	26.0	
Total Split (s)	11.0	54.0			46.0			26.0			26.0	26.0	
Total Split (%)	7.5%	36.7%			31.3%			17.7%			17.7%	17.7%	
Yellow Time (s)	3.0	4.0			4.0			4.0			4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0			2.0			2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	6.0	
Lead/Lag	Lead				Lag								
Lead-Lag Optimize?													
Recall Mode	None	None			Min			None		None	None	None	
Act Effct Green (s)	26.5	24.5			52.8	52.8		20.1				20.1	
Actuated g/C Ratio	0.26	0.24			0.52	0.52		0.20				0.20	
v/c Ratio	0.65	0.67			0.32	0.06		0.49				0.77	
Control Delay	43.4	38.2			1.7	0.1		44.6				56.7	
Queue Delay	0.0	0.0			0.3	0.1		9.1				0.0	
Total Delay	43.4	38.2			2.0	0.2		53.8				56.7	
LOS	D	D			A	A		D				E	
Approach Delay		39.5			1.9			53.8				56.7	
Approach LOS		D			A			D				E	
Queue Length 50th (ft)	100	171			6	0		74				157	
Queue Length 95th (ft)	164	229			8	m0		125				#312	
Internal Link Dist (ft)		440			76			86				164	
Turn Bay Length (ft)	65												
Base Capacity (vph)	284	1637			1673	1098		348				329	
Starvation Cap Reductn	0	0			563	507		141				0	
Spillback Cap Reductn	0	0			0	0		0				0	
Storage Cap Reductn	0	0			0	0		0				0	
Reduced v/c Ratio	0.65	0.34			0.47	0.08		0.82				0.77	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 101.9

Natural Cycle: 95

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 31.1

Intersection LOS: C

Intersection Capacity Utilization 63.7%

ICU Level of Service B

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

Build 2022
PM Peak

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

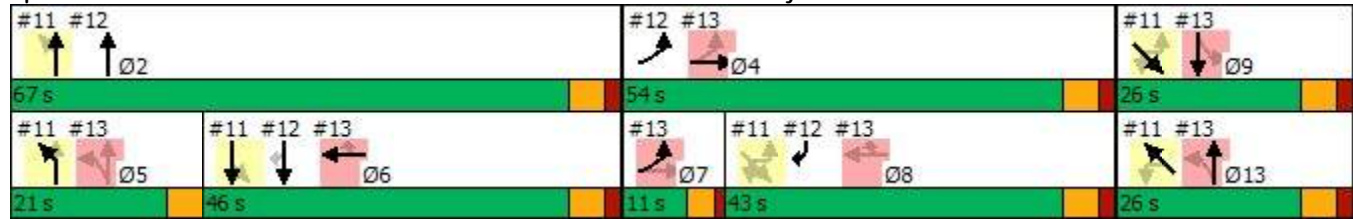
13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Build 2022
PM Peak

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway

Build 2022

Timings

PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	44	535	43	37	499	61	48	262	56	54	245	33
Future Volume (vph)	44	535	43	37	499	61	48	262	56	54	245	33
Satd. Flow (prot)	0	1925	0	0	1897	0	1574	1670	0	1589	1702	0
Flt Permitted		0.930			0.939		0.432			0.362		
Satd. Flow (perm)	0	1796	0	0	1787	0	716	1670	0	606	1702	0
Satd. Flow (RTOR)		7			11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	7%	7%	7%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	641	0	0	615	0	49	328	0	56	287	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		47.6			47.6		20.4	20.4		20.4	20.4	
Actuated g/C Ratio		0.60			0.60		0.26	0.26		0.26	0.26	
v/c Ratio		0.60			0.58		0.27	0.77		0.36	0.66	
Control Delay		10.9			13.7		25.9	39.6		29.8	33.6	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		10.9			13.7		25.9	39.6		29.8	33.6	
LOS		B			B		C	D		C	C	
Approach Delay		10.9			13.7			37.8			33.0	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)		111			172		19	151		23	127	
Queue Length 95th (ft)		113			317		45	221		53	190	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1070			1066		232	542		196	553	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.60			0.58		0.21	0.61		0.29	0.52	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 46 (58%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 20.7

Intersection LOS: C

Intersection Capacity Utilization 81.4%

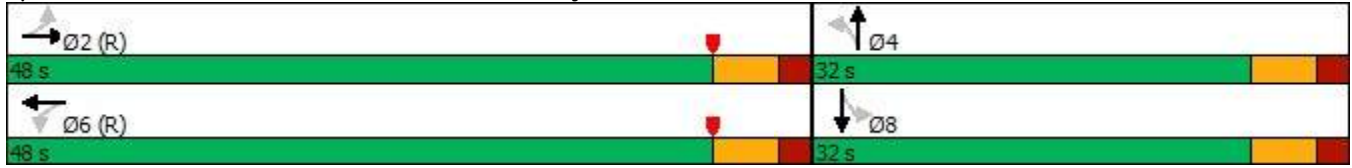
ICU Level of Service D

Analysis Period (min) 15

14: Woodmere Blvd & W Broadway Timings

Build 2022
PM Peak

Splits and Phases: 14: Woodmere Blvd & W Broadway

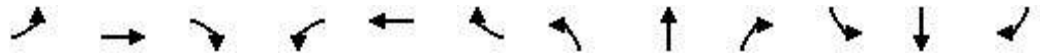


15: Prospect Ave/Derby Ave & W Broadway

Build 2022

Timings

PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	499	28	57	566	13	135	18	164	5	9	8
Future Volume (vph)	12	499	28	57	566	13	135	18	164	5	9	8
Satd. Flow (prot)	0	1830	0	0	1763	0	0	1648	0	0	1568	0
Flt Permitted		0.984			0.911			0.852			0.922	
Satd. Flow (perm)	0	1802	0	0	1613	0	0	1434	0	0	1461	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	7%	7%	7%	5%	5%	5%	14%	14%	14%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	555	0	0	656	0	0	327	0	0	22	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.0			46.0			22.0			22.0	
Actuated g/C Ratio		0.58			0.58			0.28			0.28	
v/c Ratio		0.54			0.71			0.83			0.05	
Control Delay		6.3			20.9			45.2			19.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.3			20.9			45.2			19.8	
LOS		A			C			D			B	
Approach Delay		6.3			20.9			45.2			19.8	
Approach LOS		A			C			D			B	
Queue Length 50th (ft)		100			308			148			8	
Queue Length 95th (ft)		74			425			#259			24	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1036			927			457			465	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.54			0.71			0.72			0.05	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 52 (65%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 60

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 20.8

Intersection LOS: C

Intersection Capacity Utilization 95.2%

ICU Level of Service F

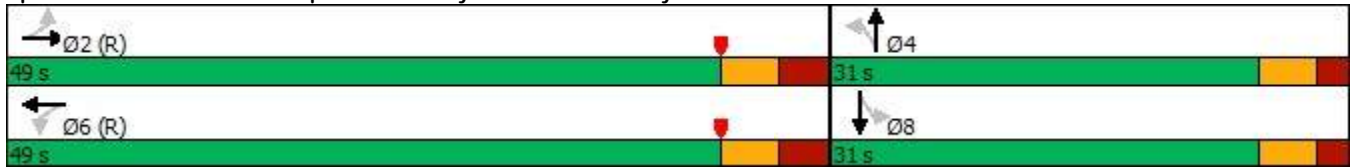
Analysis Period (min) 15

15: Prospect Ave/Derby Ave & W Broadway Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway

Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	600	61	76	540	8	57	132	53	9	92	8
Future Volume (vph)	22	600	61	76	540	8	57	132	53	9	92	8
Satd. Flow (prot)	0	1880	0	0	1803	0	0	1768	0	0	1753	0
Flt Permitted		0.972			0.848			0.902			0.970	
Satd. Flow (perm)	0	1831	0	0	1538	0	0	1614	0	0	1707	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	8%	8%	8%	3%	3%	3%	7%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	719	0	0	656	0	0	255	0	0	114	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		50.2			50.2			17.8			17.8	
Actuated g/C Ratio		0.63			0.63			0.22			0.22	
v/c Ratio		0.63			0.68			0.71			0.30	
Control Delay		8.4			8.7			39.1			26.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		8.4			8.7			39.1			26.4	
LOS		A			A			D			C	
Approach Delay		8.4			8.7			39.1			26.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		111			80			118			48	
Queue Length 95th (ft)		134			#278			176			82	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1148			964			504			533	
Starvation Cap Reductn		8			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.63			0.68			0.51			0.21	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 14 (18%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 14.2
 Intersection Capacity Utilization 93.4%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service F

17: Cedarhurst Ave & W Broadway Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway

Build 2022

Timings

PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	8	592	41	57	567	13	99	91	90	31	33	12
Future Volume (vph)	8	592	41	57	567	13	99	91	90	31	33	12
Satd. Flow (prot)	0	1844	0	0	1747	0	0	1752	0	0	1657	0
Flt Permitted		0.992			0.898			0.983			0.980	
Satd. Flow (perm)	0	1831	0	0	1575	0	0	1752	0	0	1657	0
Satd. Flow (RTOR)		4			1			29			11	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	8%	8%	8%	2%	2%	2%	10%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	654	0	0	650	0	0	286	0	0	78	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		39.6			39.6			16.4			8.7	
Actuated g/C Ratio		0.50			0.50			0.20			0.11	
v/c Ratio		0.72			0.83			0.75			0.41	
Control Delay		25.4			27.9			38.7			35.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		25.4			27.9			38.7			35.0	
LOS		C			C			D			C	
Approach Delay		25.4			27.9			38.7			35.0	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		261			80			120			32	
Queue Length 95th (ft)		#531			#566			193			69	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		907			779			470			432	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.72			0.83			0.61			0.18	

Intersection Summary

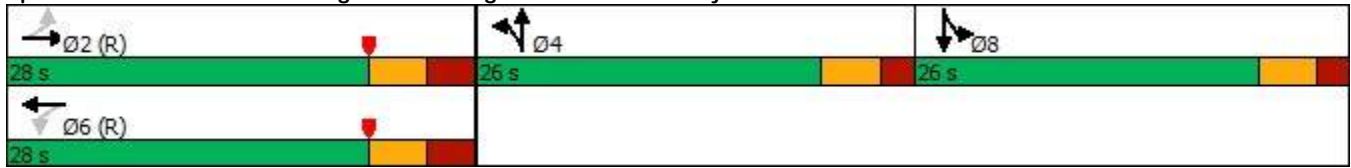
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 29.1
 Intersection Capacity Utilization 95.4%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service F

18: Washington Ave/Arlington Rd & W Broadway Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway

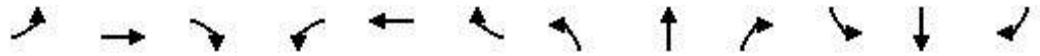


20: Rockaway Tpke & Burnside Ave/W Broadway

Build 2022

PM Peak

Timings



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	411	310	33	200	358	190	34	392	1	227	458	470
Future Volume (vph)	411	310	33	200	358	190	34	392	1	227	458	470
Satd. Flow (prot)	1579	3239	0	0	3252	1482	1770	3539	0	1719	1810	1538
Flt Permitted	0.950	0.984			0.982		0.495			0.363		
Satd. Flow (perm)	1579	3239	0	0	3252	1482	922	3539	0	657	1810	1538
Satd. Flow (RTOR)		5				98						128
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	9%	9%	9%	2%	2%	2%	5%	5%	5%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	251	518	0	0	569	194	35	401	0	232	467	480
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	25.9	25.9			25.4	44.8	31.4	31.4		51.8	50.8	82.6
Actuated g/C Ratio	0.22	0.22			0.21	0.37	0.26	0.26		0.43	0.42	0.69
v/c Ratio	0.74	0.74			0.83	0.32	0.15	0.43		0.57	0.61	0.44
Control Delay	57.2	50.0			56.2	13.3	53.5	49.1		29.9	32.6	7.5
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	57.2	50.0			56.2	13.3	53.5	49.1		29.9	32.6	7.5
LOS	E	D			E	B	D	D		C	C	A
Approach Delay		52.4			45.3			49.4			21.9	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	196	201			219	47	24	147		122	290	109
Queue Length 95th (ft)	304	268			286	102	m46	205		186	407	174
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	368	759			739	612	251	965		425	784	1110
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.68	0.68			0.77	0.32	0.14	0.42		0.55	0.60	0.43

Intersection Summary

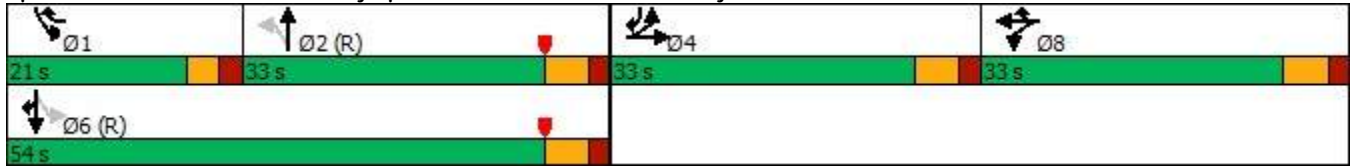
Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 38 (32%), Referenced to phase 2:NBT and 6:SBT, Start of Yellow
 Natural Cycle: 105
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.83
 Intersection Signal Delay: 38.8
 Intersection Capacity Utilization 90.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service E

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Build 2022
PM Peak

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	122	261	37	52	251	116	51	308	61	133	248	159
Future Volume (vph)	122	261	37	52	251	116	51	308	61	133	248	159
Satd. Flow (prot)	1752	1810	0	1752	1758	0	1719	1764	0	1736	1719	0
Flt Permitted	0.217			0.445			0.350			0.306		
Satd. Flow (perm)	400	1810	0	821	1758	0	633	1764	0	559	1719	0
Satd. Flow (RTOR)								8				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	5%	5%	5%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	128	314	0	55	386	0	54	388	0	140	428	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	46.4	37.2		39.3	31.7		50.6	43.0		57.1	48.1	
Actuated g/C Ratio	0.39	0.31		0.33	0.26		0.42	0.36		0.48	0.40	
v/c Ratio	0.46	0.56		0.17	0.83		0.16	0.61		0.38	0.62	
Control Delay	27.1	38.8		21.2	57.2		19.8	38.2		16.1	35.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.1	38.8		21.2	57.2		19.8	38.2		16.1	35.0	
LOS	C	D		C	E		B	D		B	C	
Approach Delay		35.4			52.7			36.0			30.3	
Approach LOS		D			D			D			C	
Queue Length 50th (ft)	61	205		25	280		22	247		62	338	
Queue Length 95th (ft)	95	286		47	376		50	#395		m97	#489	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	291	584		391	556		399	637		388	689	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.54		0.14	0.69		0.14	0.61		0.36	0.62	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.83

Intersection Signal Delay: 38.0

Intersection LOS: D

Intersection Capacity Utilization 74.3%

ICU Level of Service D

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

Build 2022
PM Peak

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave

 Ø1 18 s	 Ø2 (R) 40 s	 Ø3 18 s	 Ø4 44 s
 Ø5 18 s	 Ø6 (R) 40 s	 Ø7 18 s	 Ø8 44 s

23: Washington Ave & Central Ave Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	377	20	27	346	55	27	100	50	69	132	152
Future Volume (vph)	88	377	20	27	346	55	27	100	50	69	132	152
Satd. Flow (prot)	0	1817	0	0	1808	0	0	1779	0	0	1754	0
Flt Permitted		0.844			0.950			0.914			0.892	
Satd. Flow (perm)	0	1548	0	0	1723	0	0	1638	0	0	1581	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	528	0	0	465	0	0	192	0	0	383	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.7			25.7			19.2			19.2	
Actuated g/C Ratio		0.45			0.45			0.33			0.33	
v/c Ratio		0.76			0.60			0.35			0.72	
Control Delay		23.1			16.8			17.0			26.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.1			16.8			17.0			26.2	
LOS		C			B			B			C	
Approach Delay		23.1			16.8			17.0			26.2	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		144			115			47			109	
Queue Length 95th (ft)		#308			230			105			225	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		895			996			769			742	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.59			0.47			0.25			0.52	

Intersection Summary

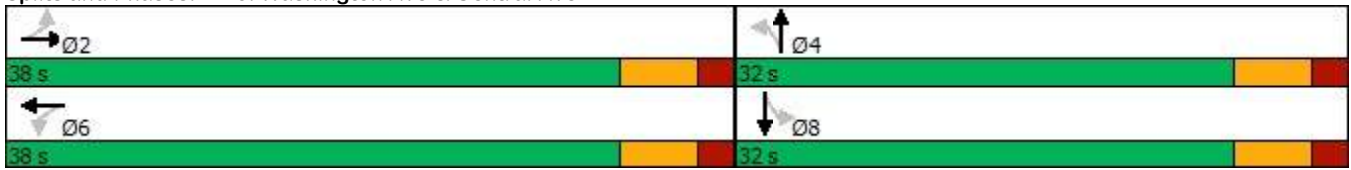
Cycle Length: 70
 Actuated Cycle Length: 57.4
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.76
 Intersection Signal Delay: 21.2
 Intersection Capacity Utilization 89.7%
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.

23: Washington Ave & Central Ave Timings

Build 2022
PM Peak

Queue shown is maximum after two cycles.

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	81	386	17	13	375	85	36	52	25	0	0	0
Future Volume (vph)	81	386	17	13	375	85	36	52	25	0	0	0
Satd. Flow (prot)	0	2042	0	0	1959	0	0	1896	0	0	0	0
Flt Permitted		0.858			0.981			0.984				
Satd. Flow (perm)	0	1767	0	0	1924	0	0	1896	0	0	0	0
Satd. Flow (RTOR)					21							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	4%	4%	4%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	504	0	0	494	0	0	118	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		20.9			20.9			10.5				
Actuated g/C Ratio		0.48			0.48			0.24				
v/c Ratio		0.59			0.53			0.26				
Control Delay		11.8			10.0			15.5				
Queue Delay		0.0			0.0			0.0				
Total Delay		11.8			10.0			15.5				
LOS		B			B			B				
Approach Delay		11.8			10.0			15.5				
Approach LOS		B			B			B				
Queue Length 50th (ft)		78			70			23				
Queue Length 95th (ft)		163			144			60				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1304			1425			1136				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.39			0.35			0.10				

Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 43.5	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.59	
Intersection Signal Delay: 11.4	Intersection LOS: B
Intersection Capacity Utilization 74.8%	ICU Level of Service D
Analysis Period (min) 15	

24: Spruce St & Central Ave Timings

Build 2022
PM Peak

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	287	30	41	307	104	43	135	49	70	130	99
Future Volume (vph)	66	287	30	41	307	104	43	135	49	70	130	99
Satd. Flow (prot)	0	2090	0	0	2035	0	0	1775	0	0	1724	0
Flt Permitted		0.862			0.931			0.890			0.871	
Satd. Flow (perm)	0	1818	0	0	1905	0	0	1594	0	0	1520	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	3%	3%	3%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	417	0	0	492	0	0	247	0	0	325	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		21.6			21.6			15.9			15.9	
Actuated g/C Ratio		0.43			0.43			0.32			0.32	
v/c Ratio		0.53			0.60			0.48			0.67	
Control Delay		14.7			15.7			17.0			22.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		14.7			15.7			17.0			22.1	
LOS		B			B			B			C	
Approach Delay		14.7			15.7			17.0			22.1	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		80			98			53			75	
Queue Length 95th (ft)		196			235			121			167	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1007			1055			1014			967	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.41			0.47			0.24			0.34	

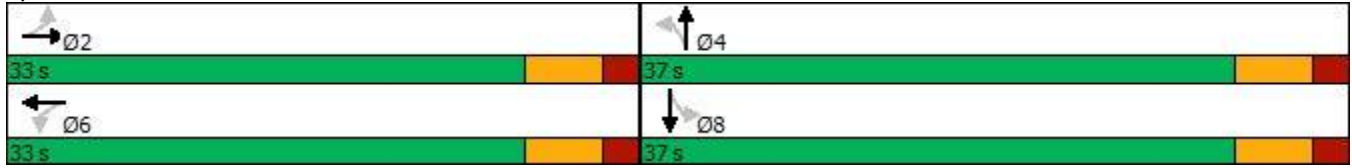
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 49.8	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.67	
Intersection Signal Delay: 17.0	Intersection LOS: B
Intersection Capacity Utilization 68.5%	ICU Level of Service C
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Build 2022
PM Peak

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	118	317	9	6	247	50	17	88	3	42	48	86
Future Volume (vph)	118	317	9	6	247	50	17	88	3	42	48	86
Satd. Flow (prot)	0	1815	0	0	1768	0	0	1771	0	0	1719	0
Flt Permitted		0.817			0.991			0.927			0.882	
Satd. Flow (perm)	0	1503	0	0	1754	0	0	1655	0	0	1535	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	6%	6%	6%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	473	0	0	322	0	0	115	0	0	187	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		27.3			27.3			12.6			12.6	
Actuated g/C Ratio		0.58			0.58			0.27			0.27	
v/c Ratio		0.54			0.31			0.26			0.45	
Control Delay		12.3			8.5			16.4			19.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.3			8.5			16.4			19.5	
LOS		B			A			B			B	
Approach Delay		12.3			8.5			16.4			19.5	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		85			45			22			39	
Queue Length 95th (ft)		202			108			69			108	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1058			1240			946			878	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.26			0.12			0.21	

Intersection Summary

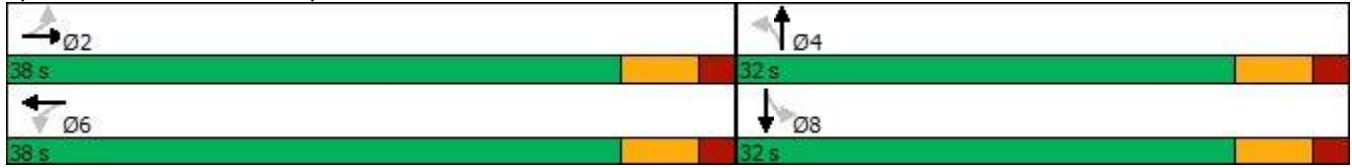
Cycle Length: 70
 Actuated Cycle Length: 46.8
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 12.8
 Intersection Capacity Utilization 71.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

27: Prospect Ave & Central Ave Timings

Build 2022
PM Peak

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave

Timings

Build 2022
PM Peak



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	184	67	12	168	30	36	222	20	17	202	65
Future Volume (vph)	111	184	67	12	168	30	36	222	20	17	202	65
Satd. Flow (prot)	0	2008	0	0	2023	0	0	1864	0	0	1960	0
Flt Permitted		0.838			0.975			0.934			0.968	
Satd. Flow (perm)	0	1708	0	0	1978	0	0	1751	0	0	1903	0
Satd. Flow (RTOR)		27			20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	7%	7%	7%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	369	0	0	214	0	0	284	0	0	289	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		20.1			20.1			12.5			12.5	
Actuated g/C Ratio		0.47			0.47			0.29			0.29	
v/c Ratio		0.45			0.23			0.55			0.52	
Control Delay		9.9			7.6			17.1			16.1	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.9			7.6			17.1			16.1	
LOS		A			A			B			B	
Approach Delay		9.9			7.6			17.1			16.1	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		47			24			57			57	
Queue Length 95th (ft)		123			66			108			107	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		819			943			825			896	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.45			0.23			0.34			0.32	

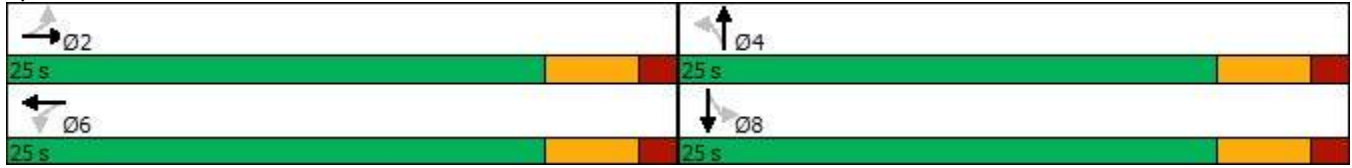
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 42.6	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.55	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 69.7%	ICU Level of Service C
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

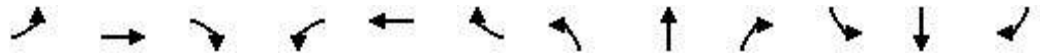
Build 2022
PM Peak

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway HCM Unsignalized Intersection Capacity Analysis

Build 2022
PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	779	57	52	731	23	16	18	30	13	0	51
Future Volume (Veh/h)	73	779	57	52	731	23	16	18	30	13	0	51
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	75	803	59	54	754	24	16	19	31	13	0	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)	423				1143							
pX, platoon unblocked	0.84			0.70			0.78	0.78	0.70	0.78	0.78	0.84
vC, conflicting volume	778			862			1910	1868	832	1897	1886	766
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	636			590			1551	1499	548	1535	1521	622
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	90			92			71	76	92	73	100	87
cM capacity (veh/h)	788			684			56	81	379	49	77	407
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	937	832	66	66								
Volume Left	75	54	16	13								
Volume Right	59	24	31	53								
cSH	788	684	109	167								
Volume to Capacity	0.10	0.08	0.61	0.40								
Queue Length 95th (ft)	8	6	74	43								
Control Delay (s)	2.6	2.2	79.2	40.0								
Lane LOS	A	A	F	E								
Approach Delay (s)	2.6	2.2	79.2	40.0								
Approach LOS			F	E								
Intersection Summary												
Average Delay			6.4									
Intersection Capacity Utilization			78.4%	ICU Level of Service	D							
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

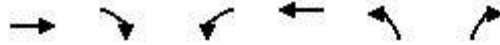
Build 2022
 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	608	100	103	652	0	0
Future Volume (Veh/h)	608	100	103	652	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	640	105	108	686	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.75		
vC, conflicting volume				745	1594	692
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				745	1625	692
tC, single (s)				4.2	6.5	6.3
tC, 2 stage (s)						
tF (s)				2.3	3.6	3.4
p0 queue free %				87	100	100
cM capacity (veh/h)				836	72	435
Direction, Lane #						
	EB 1	WB 1				
Volume Total	745	794				
Volume Left	0	108				
Volume Right	105	0				
cSH	1700	836				
Volume to Capacity	0.44	0.13				
Queue Length 95th (ft)	0	11				
Control Delay (s)	0.0	3.2				
Lane LOS		A				
Approach Delay (s)	0.0	3.2				
Approach LOS						
Intersection Summary						
Average Delay			1.7			
Intersection Capacity Utilization			84.7%	ICU Level of Service		E
Analysis Period (min)			15			

19: W Broadway Ext & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 PM Peak



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Volume (veh/h)	538	0	0	748	0	168
Future Volume (Veh/h)	538	0	0	748	0	168
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	560	0	0	779	0	175
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.72	
vC, conflicting volume			560	1339		280
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			560	1276		280
tC, single (s)			4.3	6.9		7.0
tC, 2 stage (s)						
tF (s)			2.3	3.5		3.3
p0 queue free %			100	100		75
cM capacity (veh/h)			960	111		708
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	280	280	779	175		
Volume Left	0	0	0	0		
Volume Right	0	0	0	175		
cSH	1700	1700	1700	708		
Volume to Capacity	0.16	0.16	0.46	0.25		
Queue Length 95th (ft)	0	0	0	24		
Control Delay (s)	0.0	0.0	0.0	11.7		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	11.7		
Approach LOS				B		
Intersection Summary						
Average Delay			1.4			
Intersection Capacity Utilization			42.7%	ICU Level of Service		A
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 PM Peak



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	425	161	9	692
Future Volume (Veh/h)	0	0	425	161	9	692
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	0	0	472	179	10	769
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.80					
vC, conflicting volume	1350	326			651	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1313	326			651	
tC, single (s)	6.8	6.9			4.2	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	118	670			911	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	315	336	779			
Volume Left	0	0	10			
Volume Right	0	179	0			
cSH	1700	1700	911			
Volume to Capacity	0.19	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.3			
Lane LOS			A			
Approach Delay (s)	0.0		0.3			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			46.9%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

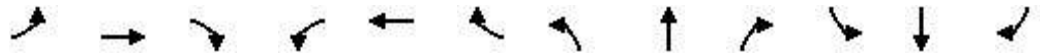
Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	367	46	14	328	0	0	0	0	49	81	129
Future Volume (vph)	0	367	46	14	328	0	0	0	0	49	81	129
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	386	48	15	345	0	0	0	0	52	85	136
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	434	360	273									
Volume Left (vph)	0	15	52									
Volume Right (vph)	48	0	136									
Hadj (s)	0.00	0.04	-0.14									
Departure Headway (s)	5.3	5.4	5.8									
Degree Utilization, x	0.64	0.54	0.44									
Capacity (veh/h)	655	635	569									
Control Delay (s)	17.3	14.8	13.3									
Approach Delay (s)	17.3	14.8	13.3									
Approach LOS	C	B	B									
Intersection Summary												
Delay			15.4									
Level of Service			C									
Intersection Capacity Utilization			50.2%	ICU Level of Service								A
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

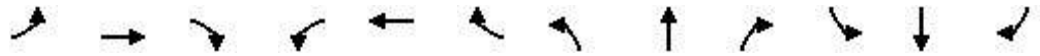
Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	27	0	0	1	0	10	0	63	0	0	46	46
Future Volume (vph)	27	0	0	1	0	10	0	63	0	0	46	46
Peak Hour Factor	0.92	0.92	0.92	0.73	0.92	0.73	0.92	0.73	0.73	0.73	0.73	0.92
Hourly flow rate (vph)	29	0	0	1	0	14	0	86	0	0	63	50
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	29	15	86	113								
Volume Left (vph)	29	1	0	0								
Volume Right (vph)	0	14	0	50								
Hadj (s)	0.23	0.24	0.07	-0.10								
Departure Headway (s)	4.6	4.6	4.2	4.0								
Degree Utilization, x	0.04	0.02	0.10	0.13								
Capacity (veh/h)	749	736	838	885								
Control Delay (s)	7.7	7.7	7.6	7.6								
Approach Delay (s)	7.7	7.7	7.6	7.6								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.6									
Level of Service			A									
Intersection Capacity Utilization			20.1%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

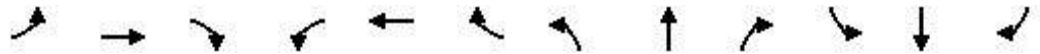
Build 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	8	4	0	0	0	0	28	17	1	15	0	24
Future Volume (vph)	8	4	0	0	0	0	28	17	1	15	0	24
Peak Hour Factor	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70	0.70
Hourly flow rate (vph)	11	6	0	0	0	0	40	24	1	21	0	34
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	17	0	65	55								
Volume Left (vph)	11	0	40	21								
Volume Right (vph)	0	0	1	34								
Hadj (s)	0.13	0.00	0.39	-0.29								
Departure Headway (s)	4.3	4.2	4.4	3.7								
Degree Utilization, x	0.02	0.00	0.08	0.06								
Capacity (veh/h)	813	840	807	958								
Control Delay (s)	7.4	7.2	7.7	6.9								
Approach Delay (s)	7.4	0.0	7.7	6.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			14.0%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	125	0	25	163	64	0	62	59	49	43	16
Future Volume (vph)	13	125	0	25	163	64	0	62	59	49	43	16
Satd. Flow (prot)	0	1835	0	0	1790	0	0	1742	0	0	1768	0
Flt Permitted		0.968			0.969						0.795	
Satd. Flow (perm)	0	1786	0	0	1744	0	0	1742	0	0	1437	0
Satd. Flow (RTOR)					33						12	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	144	0	0	263	0	0	126	0	0	113	0
Turn Type	Perm	NA		Perm	NA			NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.4			61.4			11.4			11.4	
Actuated g/C Ratio		0.77			0.77			0.14			0.14	
v/c Ratio		0.11			0.20			0.51			0.53	
Control Delay		4.0			3.0			38.4			36.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.0			3.0			38.4			36.8	
LOS		A			A			D			D	
Approach Delay		4.0			3.0			38.4			36.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)		18			23			59			47	
Queue Length 95th (ft)		41			27			105			92	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		1371			1346			577			484	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.20			0.22			0.23	

Intersection Summary

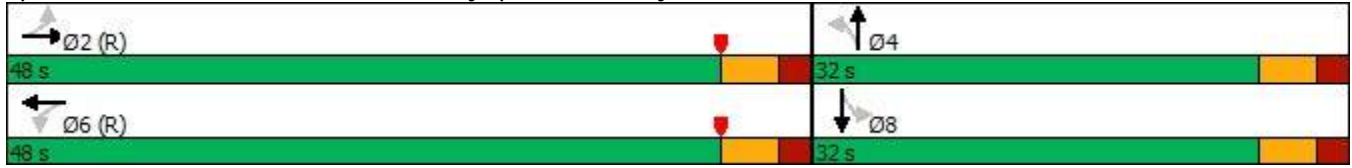
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.53
 Intersection Signal Delay: 16.0
 Intersection Capacity Utilization 45.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

1: Meadow Ln/Rockaway Tpke & Broadway Timings

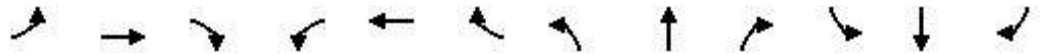
Build 2022
Saturday MIDDAY

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	256	3	19	241	11	3	7	57	12	8	1
Future Volume (vph)	7	256	3	19	241	11	3	7	57	12	8	1
Satd. Flow (prot)	0	1797	0	0	1846	0	0	1788	0	0	1944	0
Flt Permitted		0.993			0.972			0.984			0.829	
Satd. Flow (perm)	0	1786	0	0	1800	0	0	1763	0	0	1656	0
Satd. Flow (RTOR)		1										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	282	0	0	288	0	0	71	0	0	23	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.8			62.8			9.2			9.2	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.20			0.20			0.35			0.12	
Control Delay		2.2			5.1			37.1			32.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.2			5.1			37.1			32.4	
LOS		A			A			D			C	
Approach Delay		2.2			5.1			37.1			32.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		20			64			34			11	
Queue Length 95th (ft)		37			142			70			31	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1401			1412			572			538	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.20			0.20			0.12			0.04	

Intersection Summary

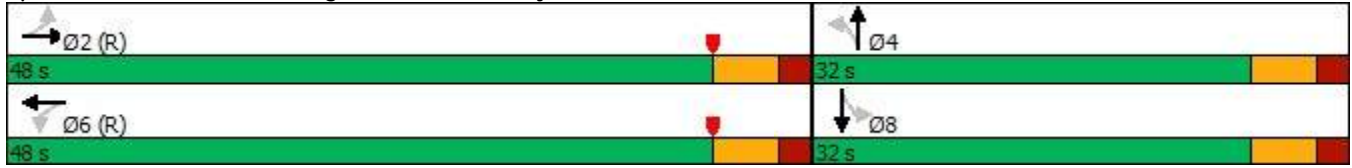
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.35
 Intersection Signal Delay: 8.2
 Intersection Capacity Utilization 39.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

2: Washington Ave & Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	1	332	271	11	4	4
Future Volume (vph)	1	332	271	11	4	4
Satd. Flow (prot)	1652	1863	2039	0	1676	0
Flt Permitted	0.581				0.976	
Satd. Flow (perm)	1010	1863	2039	0	1676	0
Satd. Flow (RTOR)			4		4	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	10%	10%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	1	346	293	0	8	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	76.3	76.3	76.3		6.2	
Actuated g/C Ratio	0.95	0.95	0.95		0.08	
v/c Ratio	0.00	0.19	0.15		0.06	
Control Delay	1.0	1.2	0.3		28.0	
Queue Delay	0.0	0.0	0.0		0.0	
Total Delay	1.0	1.2	0.3		28.0	
LOS	A	A	A		C	
Approach Delay		1.2	0.3		28.0	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	0	0		2	
Queue Length 95th (ft)	m1	50	7		15	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	963	1776	1944		589	
Starvation Cap Reductn	0	0	0		0	
Spillback Cap Reductn	0	0	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.00	0.19	0.15		0.01	

Intersection Summary

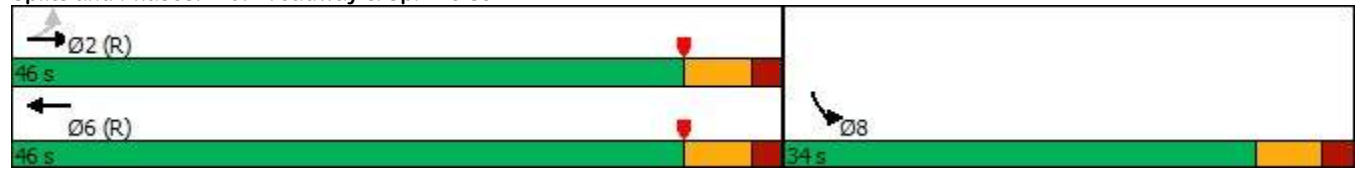
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.19
 Intersection Signal Delay: 1.1
 Intersection Capacity Utilization 32.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

3: Broadway & Spruce St Timings

Build 2022
Saturday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	7	322	4	1	263	24	2	4	2	34	1	10
Future Volume (vph)	7	322	4	1	263	24	2	4	2	34	1	10
Satd. Flow (prot)	0	1795	0	0	1842	0	0	1947	0	0	1955	0
Flt Permitted		0.993			0.999			0.909			0.771	
Satd. Flow (perm)	0	1784	0	0	1840	0	0	1789	0	0	1565	0
Satd. Flow (RTOR)		1			9			2			11	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	379	0	0	327	0	0	9	0	0	51	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		68.1			68.1			8.5			8.5	
Actuated g/C Ratio		0.85			0.85			0.11			0.11	
v/c Ratio		0.25			0.21			0.05			0.29	
Control Delay		2.3			1.3			29.1			31.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.3			1.3			29.1			31.5	
LOS		A			A			C			C	
Approach Delay		2.3			1.3			29.1			31.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		49			18			3			19	
Queue Length 95th (ft)		69			17			16			49	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1518			1566			571			506	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.21			0.02			0.10	

Intersection Summary

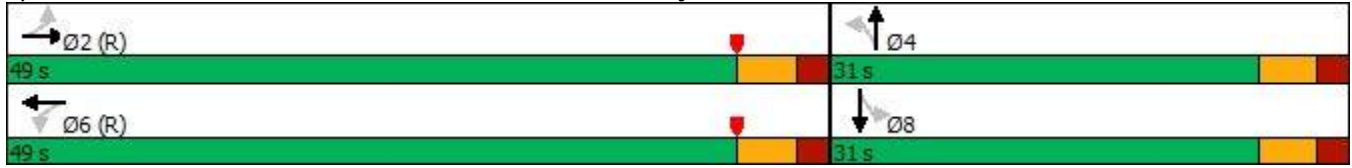
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.29
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 38.1%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	↘
Traffic Volume (vph)	0	393	301	0	31	9
Future Volume (vph)	0	393	301	0	31	9
Satd. Flow (prot)	0	1863	1863	0	1657	0
Flt Permitted					0.963	
Satd. Flow (perm)	0	1863	1863	0	1657	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	7%	7%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	418	320	0	43	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		68.1	68.1		8.5	
Actuated g/C Ratio		0.85	0.85		0.11	
v/c Ratio		0.26	0.20		0.24	
Control Delay		2.7	1.7		36.1	
Queue Delay		0.0	0.0		0.0	
Total Delay		2.7	1.7		36.1	
LOS		A	A		D	
Approach Delay		2.7	1.7		36.1	
Approach LOS		A	A		D	
Queue Length 50th (ft)		60	7		20	
Queue Length 95th (ft)		96	14		49	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1585	1585		528	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.26	0.20		0.08	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.26
 Intersection Signal Delay: 4.1
 Intersection Capacity Utilization 36.5%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

5: Broadway & Grove Ave Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Build 2022
Saturday MIDDAY



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	405	29	32	297	17	18
Future Volume (vph)	405	29	32	297	17	18
Satd. Flow (prot)	1846	0	0	1853	1707	0
Flt Permitted				0.934	0.977	
Satd. Flow (perm)	1846	0	0	1740	1707	0
Satd. Flow (RTOR)	7				20	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	472	0	0	358	38	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	68.3			68.3	6.9	
Actuated g/C Ratio	0.85			0.85	0.09	
v/c Ratio	0.30			0.24	0.23	
Control Delay	3.8			2.6	24.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	3.8			2.6	24.4	
LOS	A			A	C	
Approach Delay	3.8			2.6	24.4	
Approach LOS	A			A	C	
Queue Length 50th (ft)	134			24	9	
Queue Length 95th (ft)	127			53	36	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1578			1486	568	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.30			0.24	0.07	

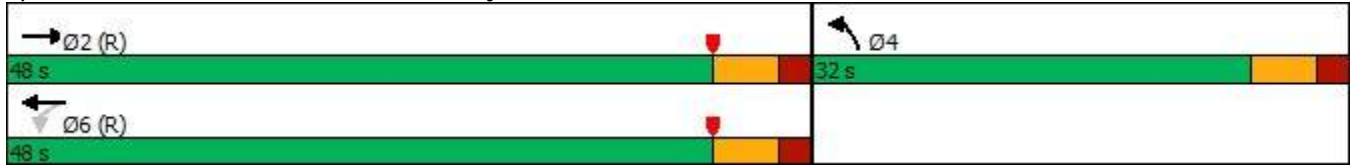
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 50
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.30
 Intersection Signal Delay: 4.2
 Intersection Capacity Utilization 57.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service B

7: Meadow Dr & Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	40	358	13	7	297	41	18	19	6	39	25	42
Future Volume (vph)	40	358	13	7	297	41	18	19	6	39	25	42
Satd. Flow (prot)	0	1784	0	0	1770	0	0	1908	0	0	1867	0
Flt Permitted		0.939			0.992			0.814			0.860	
Satd. Flow (perm)	0	1684	0	0	1758	0	0	1585	0	0	1635	0
Satd. Flow (RTOR)					13						44	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	456	0	0	384	0	0	48	0	0	118	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.4			62.4			10.8			10.8	
Actuated g/C Ratio		0.78			0.78			0.14			0.14	
v/c Ratio		0.35			0.28			0.22			0.46	
Control Delay		6.2			4.8			33.1			26.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			4.8			33.1			26.5	
LOS		A			A			C			C	
Approach Delay		6.2			4.8			33.1			26.5	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		138			36			22			35	
Queue Length 95th (ft)		253			137			51			80	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		1313			1373			505			551	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.35			0.28			0.10			0.21	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.46
 Intersection Signal Delay: 9.3
 Intersection Capacity Utilization 58.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service B

8: Woodmere Blvd & Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway

Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	370	10	27	314	30	19	16	26	29	22	35
Future Volume (vph)	26	370	10	27	314	30	19	16	26	29	22	35
Satd. Flow (prot)	0	1913	0	0	1896	0	0	1728	0	0	1788	0
Flt Permitted		0.962			0.954			0.893			0.893	
Satd. Flow (perm)	0	1846	0	0	1816	0	0	1567	0	0	1624	0
Satd. Flow (RTOR)		2						29			38	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	447	0	0	408	0	0	68	0	0	94	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		63.5			63.5			9.3			9.3	
Actuated g/C Ratio		0.79			0.79			0.12			0.12	
v/c Ratio		0.30			0.28			0.33			0.43	
Control Delay		1.5			2.7			25.2			26.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		1.5			2.7			25.2			26.9	
LOS		A			A			C			C	
Approach Delay		1.5			2.7			25.2			26.9	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		6			24			18			27	
Queue Length 95th (ft)		16			67			53			67	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1466			1442			519			543	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.30			0.28			0.13			0.17	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.43
 Intersection Signal Delay: 5.9
 Intersection Capacity Utilization 43.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

9: Brower Ave/Irving Pl & Broadway Timings

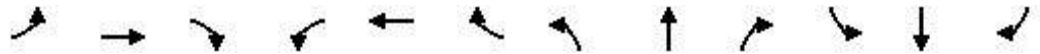
Build 2022
Saturday MIDDAY

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	69	464	10	44	372	37	12	65	63	54	58	81
Future Volume (vph)	69	464	10	44	372	37	12	65	63	54	58	81
Satd. Flow (prot)	0	2033	0	0	2016	0	0	1759	0	0	1732	0
Flt Permitted		0.892			0.914			0.959			0.838	
Satd. Flow (perm)	0	1824	0	0	1852	0	0	1694	0	0	1472	0
Satd. Flow (RTOR)											48	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	565	0	0	473	0	0	147	0	0	200	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.3			54.3			13.7			13.7	
Actuated g/C Ratio		0.68			0.68			0.17			0.17	
v/c Ratio		0.46			0.38			0.51			0.68	
Control Delay		6.1			7.4			35.2			35.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.1			7.4			35.2			35.0	
LOS		A			A			D			C	
Approach Delay		6.1			7.4			35.2			35.0	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		86			86			68			72	
Queue Length 95th (ft)		131			178			112			128	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1238			1257			550			510	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.38			0.27			0.39	

Intersection Summary

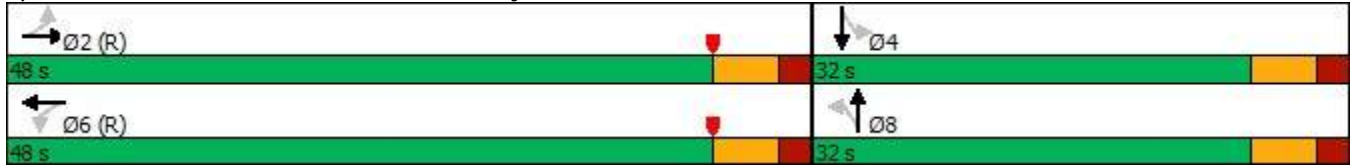
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 13.8
 Intersection Capacity Utilization 75.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

10: Franklin Ave & Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Build 2022

Timings

Saturday Midday



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕↕	
Traffic Volume (vph)	122	453	44	36	404	1	3	71	104	23	65	8
Future Volume (vph)	122	453	44	36	404	1	3	71	104	23	65	8
Satd. Flow (prot)	0	3465	0	0	3525	0	0	1735	1478	0	2020	0
Flt Permitted		0.455			0.815						0.917	
Satd. Flow (perm)	0	1593	0	0	2884	0	0	1739	1478	0	1875	0
Satd. Flow (RTOR)		6							114		3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	680	0	0	485	0	0	81	114	0	105	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		29.3			29.3			29.5	35.6		19.2	
Actuated g/C Ratio		0.33			0.33			0.33	0.40		0.22	
v/c Ratio		0.59			0.51			0.14	0.17		0.26	
Control Delay		26.3			4.9			5.9	1.8		32.3	
Queue Delay		0.2			0.1			0.4	1.0		0.1	
Total Delay		26.5			5.0			6.3	2.8		32.4	
LOS		C			A			A	A		C	
Approach Delay		26.5			5.0			4.3			32.4	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)		162			8			7	4		47	
Queue Length 95th (ft)		227			11			m23	6		107	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2432			1326			602	700		433	
Starvation Cap Reductn		0			138			280	404		0	
Spillback Cap Reductn		814			0			0	0		41	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.42			0.41			0.25	0.39		0.27	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 16.8

Intersection LOS: B

Intersection Capacity Utilization 56.6%

ICU Level of Service B

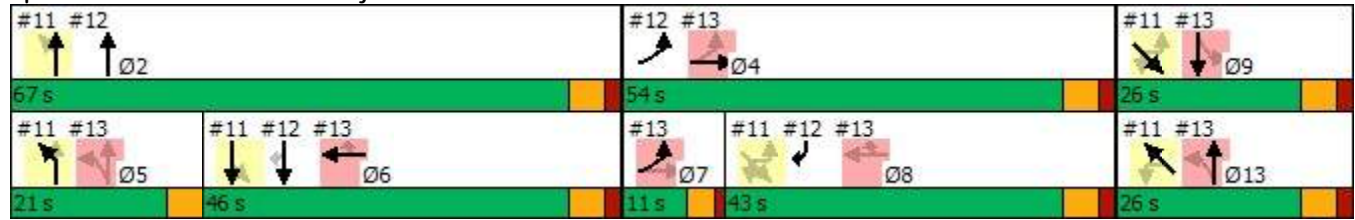
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Build 2022
Saturday MIDDAY

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations										
Traffic Volume (vph)	286	0	0	447	446	414				
Future Volume (vph)	286	0	0	447	446	414				
Satd. Flow (prot)	3286	0	0	3539	3014	1379				
Flt Permitted	0.950									
Satd. Flow (perm)	3286	0	0	3539	3014	1379				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	3%	3%	2%	2%	3%	3%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						36%				
Lane Group Flow (vph)	318	0	0	497	662	294				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	21.5			29.3	29.3	39.6				
Actuated g/C Ratio	0.24			0.33	0.33	0.45				
v/c Ratio	0.40			0.42	0.66	0.47				
Control Delay	8.4			4.8	28.6	11.8				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	8.4			4.8	28.6	11.8				
LOS	A			A	C	B				
Approach Delay	8.4			4.8	23.4					
Approach LOS	A			A	C					
Queue Length 50th (ft)	13			13	171	74				
Queue Length 95th (ft)	19			17	243	117				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1813			2482	1386	1058				
Starvation Cap Reductn	135			246	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.19			0.22	0.48	0.28				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 15.5

Intersection LOS: B

Intersection Capacity Utilization 34.9%

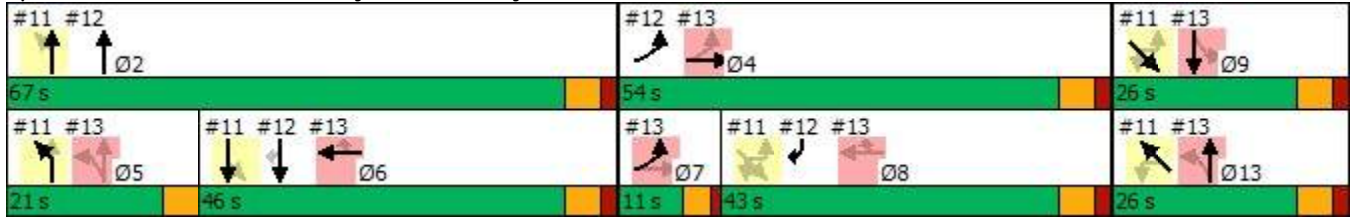
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 12: Broadway & W Broadway

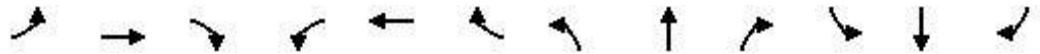


13: Veterans Memorial Plaza/Harris Ave & W Broadway

Build 2022

Timings

Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	135	273	82	0	362	67	59	125	0	15	88	94
Future Volume (vph)	135	273	82	0	362	67	59	125	0	15	88	94
Satd. Flow (prot)	1770	3415	0	0	3240	1449	0	1851	0	0	1754	0
Flt Permitted	0.515							0.000			0.969	
Satd. Flow (perm)	959	3415	0	0	3240	1449	0	0	0	0	1706	0
Satd. Flow (RTOR)		29				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)		394	0	0	402	74	0	205	0	0	219	0
Turn Type	pm+pt	NA			NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7			6 8	6 8	13 5	5		9		
Detector Phase	7	4			6	6 8	13 5	13		9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0			10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0			16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0			46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%			31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0			4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0			2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0		6.0	6.0	
Lead/Lag	Lead				Lag							
Lead-Lag Optimize?												
Recall Mode	None	None			Min			None		None	None	
Act Effct Green (s)	23.5	21.5			39.6	39.6		19.2			19.2	
Actuated g/C Ratio	0.27	0.24			0.45	0.45		0.22			0.22	
v/c Ratio	0.47	0.46			0.28	0.11		0.51			0.59	
Control Delay	33.6	29.6			2.0	0.3		43.4			40.5	
Queue Delay	0.0	0.0			0.1	0.0		10.7			0.0	
Total Delay	33.6	29.6			2.1	0.3		54.0			40.5	
LOS	C	C			A	A		D			D	
Approach Delay		30.7			1.8			54.0			40.5	
Approach LOS		C			A			D			D	
Queue Length 50th (ft)	68	91			5	0		85			109	
Queue Length 95th (ft)	136	155			7	0		185			215	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	320	1898			1841	1294		425			392	
Starvation Cap Reductn	0	0			531	378		187			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.47	0.21			0.31	0.08		0.86			0.56	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 88.2

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 26.0

Intersection LOS: C

Intersection Capacity Utilization 56.6%

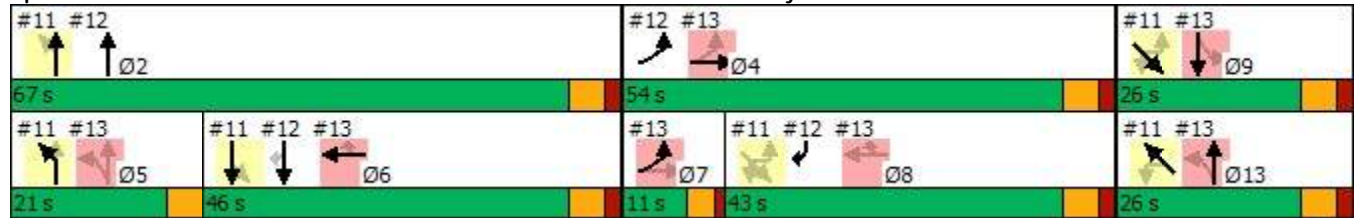
ICU Level of Service B

Analysis Period (min) 15

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

Build 2022
Saturday MIDDAY

Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

14: Woodmere Blvd & W Broadway

Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	15	323	20	22	237	32	19	86	22	13	70	10
Future Volume (vph)	15	323	20	22	237	32	19	86	22	13	70	10
Satd. Flow (prot)	0	1950	0	0	1930	0	1668	1764	0	1652	1766	0
Flt Permitted		0.983			0.962		0.702			0.684		
Satd. Flow (perm)	0	1921	0	0	1864	0	1233	1764	0	1189	1766	0
Satd. Flow (RTOR)		6			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	381	0	0	309	0	20	114	0	14	85	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		61.2			61.2		10.5	10.5		10.4	10.4	
Actuated g/C Ratio		0.76			0.76		0.13	0.13		0.13	0.13	
v/c Ratio		0.26			0.22		0.12	0.49		0.09	0.37	
Control Delay		4.3			4.3		30.6	38.7		29.8	35.2	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		4.3			4.3		30.6	38.7		29.8	35.2	
LOS		A			A		C	D		C	D	
Approach Delay		4.3			4.3			37.5			34.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		66			41		9	54		6	39	
Queue Length 95th (ft)		132			83		27	98		21	76	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1470			1427		400	573		386	573	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.26			0.22		0.05	0.20		0.04	0.15	

Intersection Summary

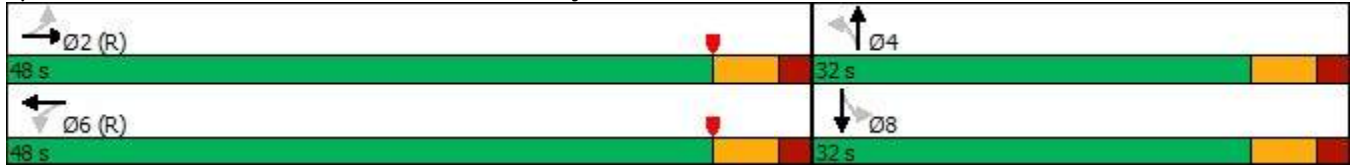
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.49
 Intersection Signal Delay: 12.4
 Intersection Capacity Utilization 40.7%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service A

14: Woodmere Blvd & W Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	4	291	13	14	290	7	50	5	35	6	3	2
Future Volume (vph)	4	291	13	14	290	7	50	5	35	6	3	2
Satd. Flow (prot)	0	1832	0	0	1835	0	0	1685	0	0	1804	0
Flt Permitted		0.996			0.980			0.821			0.861	
Satd. Flow (perm)	0	1826	0	0	1802	0	0	1422	0	0	1598	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	4%	4%	4%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	351	0	0	354	0	0	103	0	0	12	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		60.7			60.7			11.3			11.3	
Actuated g/C Ratio		0.76			0.76			0.14			0.14	
v/c Ratio		0.25			0.26			0.52			0.05	
Control Delay		2.2			4.7			40.4			28.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		2.2			4.7			40.4			28.2	
LOS		A			A			D			C	
Approach Delay		2.2			4.7			40.4			28.2	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		17			67			49			5	
Queue Length 95th (ft)		27			130			88			18	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1386			1367			453			509	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.25			0.26			0.23			0.02	

Intersection Summary

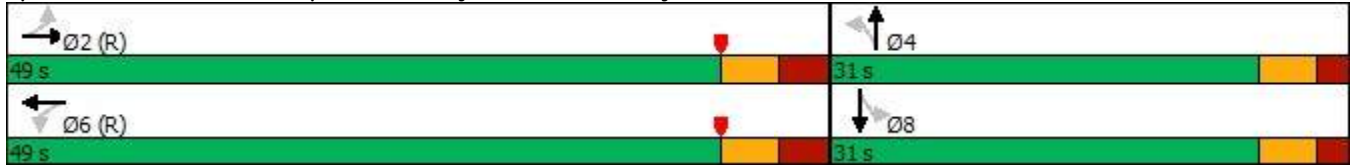
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 8.5
 Intersection Capacity Utilization 40.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

15: Prospect Ave/Derby Ave & W Broadway Timings

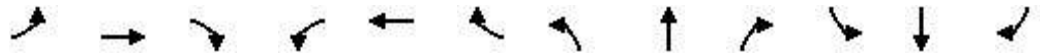
Build 2022
Saturday MIDDAY

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	321	18	14	291	7	24	27	15	3	25	6
Future Volume (vph)	11	321	18	14	291	7	24	27	15	3	25	6
Satd. Flow (prot)	0	1889	0	0	1878	0	0	1724	0	0	1825	0
Flt Permitted		0.988			0.980			0.865			0.966	
Satd. Flow (perm)	0	1870	0	0	1845	0	0	1518	0	0	1770	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	5%	5%	5%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	385	0	0	343	0	0	72	0	0	37	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		62.4			62.4			9.6			9.6	
Actuated g/C Ratio		0.78			0.78			0.12			0.12	
v/c Ratio		0.26			0.24			0.40			0.17	
Control Delay		3.7			2.2			38.5			32.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		3.7			2.2			38.5			32.7	
LOS		A			A			D			C	
Approach Delay		3.7			2.2			38.5			32.7	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		46			29			34			17	
Queue Length 95th (ft)		92			44			71			42	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1458			1438			474			553	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.26			0.24			0.15			0.07	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 11 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 55
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.40
 Intersection Signal Delay: 7.4
 Intersection Capacity Utilization 41.7%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

17: Cedarhurst Ave & W Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	353	11	17	290	2	25	2	25	4	8	3
Future Volume (vph)	3	353	11	17	290	2	25	2	25	4	8	3
Satd. Flow (prot)	0	1837	0	0	1820	0	0	1700	0	0	1727	0
Flt Permitted		0.998			0.971			0.976			0.988	
Satd. Flow (perm)	0	1834	0	0	1772	0	0	1700	0	0	1727	0
Satd. Flow (RTOR)		2						27			3	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	2%	2%	2%	6%	6%	6%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	403	0	0	340	0	0	56	0	0	16	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		65.3			65.3			7.1			6.3	
Actuated g/C Ratio		0.82			0.82			0.09			0.08	
v/c Ratio		0.27			0.24			0.32			0.12	
Control Delay		4.9			3.8			25.4			31.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.9			3.8			25.4			31.8	
LOS		A			A			C			C	
Approach Delay		4.9			3.8			25.4			31.8	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		46			19			14			6	
Queue Length 95th (ft)		163			198			46			24	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		1496			1445			455			444	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.27			0.24			0.12			0.04	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.32

Intersection Signal Delay: 6.4

Intersection LOS: A

Intersection Capacity Utilization 42.0%

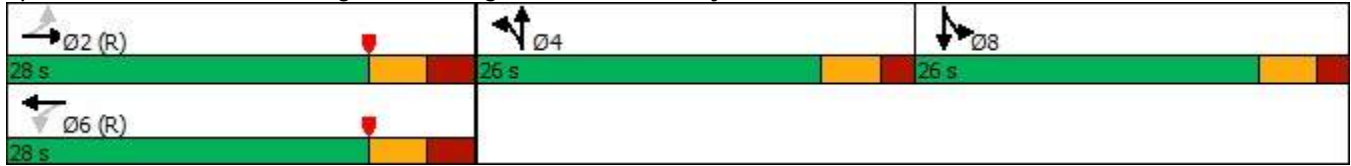
ICU Level of Service A

Analysis Period (min) 15

18: Washington Ave/Arlington Rd & W Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway

Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	347	173	26	61	146	133	20	217	3	116	201	325
Future Volume (vph)	347	173	26	61	146	133	20	217	3	116	201	325
Satd. Flow (prot)	1579	3216	0	0	3452	1568	1752	3498	0	1752	1845	1568
Flt Permitted	0.950	0.978			0.985		0.628			0.557		
Satd. Flow (perm)	1579	3216	0	0	3452	1568	1158	3498	0	1027	1845	1568
Satd. Flow (RTOR)		6				137		1				335
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	3%	3%	3%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	48%											
Lane Group Flow (vph)	186	377	0	0	214	137	21	227	0	120	207	335
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	21.5	21.5			13.5	28.0	52.5	52.5		68.0	67.0	94.5
Actuated g/C Ratio	0.18	0.18			0.11	0.23	0.44	0.44		0.57	0.56	0.79
v/c Ratio	0.66	0.65			0.55	0.29	0.04	0.15		0.19	0.20	0.26
Control Delay	56.3	49.7			55.9	7.1	22.4	20.0		14.6	15.3	0.9
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	56.3	49.7			55.9	7.1	22.4	20.0		14.6	15.3	0.9
LOS	E	D			E	A	C	B		B	B	A
Approach Delay		51.9			36.9			20.2			7.9	
Approach LOS		D			D			C			A	
Queue Length 50th (ft)	149	148			84	0	8	46		40	74	0
Queue Length 95th (ft)	217	187			122	47	29	97		88	146	19
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	362	741			776	547	506	1530		679	1030	1367
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.51	0.51			0.28	0.25	0.04	0.15		0.18	0.20	0.25

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 6 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.66

Intersection Signal Delay: 28.7

Intersection LOS: C

Intersection Capacity Utilization 73.8%

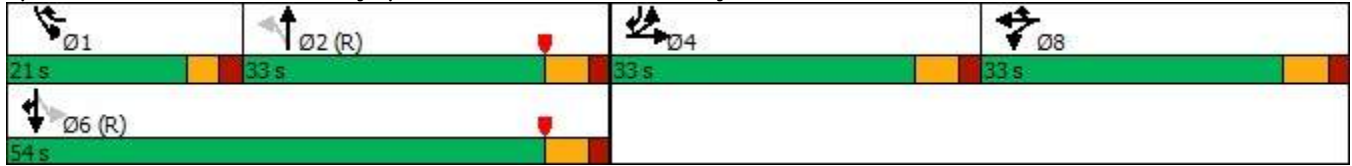
ICU Level of Service D

Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway



22: Rockaway Tpke & Central Ave Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	94	6	5	71	33	17	129	13	53	96	43
Future Volume (vph)	32	94	6	5	71	33	17	129	13	53	96	43
Satd. Flow (prot)	1736	1810	0	1752	1756	0	1787	1855	0	1752	1760	0
Flt Permitted	0.529			0.689			0.664			0.633		
Satd. Flow (perm)	966	1810	0	1271	1756	0	1249	1855	0	1168	1760	0
Satd. Flow (RTOR)								4				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	4%	4%	4%	3%	3%	3%	1%	1%	1%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	105	0	5	110	0	18	150	0	56	146	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	22.2	20.3		17.7	14.1		79.5	74.6		83.4	80.2	
Actuated g/C Ratio	0.18	0.17		0.15	0.12		0.66	0.62		0.70	0.67	
v/c Ratio	0.15	0.34		0.02	0.54		0.02	0.13		0.07	0.12	
Control Delay	36.5	45.4		32.8	58.9		8.2	12.6		13.9	19.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	36.5	45.4		32.8	58.9		8.2	12.6		13.9	19.2	
LOS	D	D		C	E		A	B		B	B	
Approach Delay		43.2			57.7			12.1			17.7	
Approach LOS		D			E			B			B	
Queue Length 50th (ft)	21	67		3	82		4	51		20	55	
Queue Length 95th (ft)	45	126		13	136		14	100		m63	154	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	263	573		278	556		930	1155		885	1176	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.13	0.18		0.02	0.20		0.02	0.13		0.06	0.12	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.54

Intersection Signal Delay: 29.3

Intersection LOS: C

Intersection Capacity Utilization 43.4%

ICU Level of Service A

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

Build 2022
Saturday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 22: Rockaway Tpke & Central Ave



23: Washington Ave & Central Ave Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	23	105	2	5	76	28	2	23	7	24	19	30
Future Volume (vph)	23	105	2	5	76	28	2	23	7	24	19	30
Satd. Flow (prot)	0	1842	0	0	1759	0	0	1765	0	0	1713	0
Flt Permitted		0.945			0.989			0.974			0.876	
Satd. Flow (perm)	0	1757	0	0	1744	0	0	1724	0	0	1525	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	4%	4%	4%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	158	0	0	133	0	0	39	0	0	89	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		28.5			28.5			10.1			10.1	
Actuated g/C Ratio		0.68			0.68			0.24			0.24	
v/c Ratio		0.13			0.11			0.09			0.24	
Control Delay		6.2			6.1			13.1			14.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.2			6.1			13.1			14.9	
LOS		A			A			B			B	
Approach Delay		6.2			6.1			13.1			14.9	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		19			16			7			17	
Queue Length 95th (ft)		40			34			21			39	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		1501			1490			1074			950	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.11			0.09			0.04			0.09	

Intersection Summary

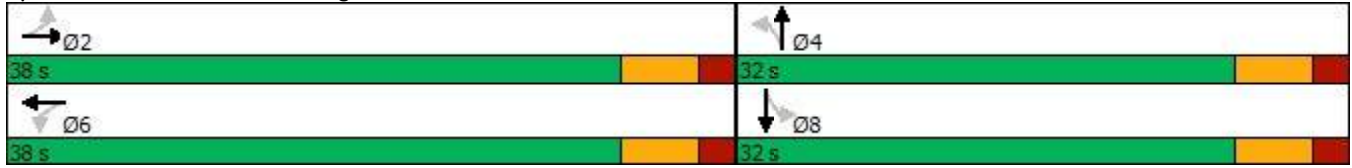
Cycle Length: 70
 Actuated Cycle Length: 41.7
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.24
 Intersection Signal Delay: 8.7
 Intersection Capacity Utilization 37.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

23: Washington Ave & Central Ave Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	139	5	4	95	11	3	6	4	0	0	0
Future Volume (vph)	12	139	5	4	95	11	3	6	4	0	0	0
Satd. Flow (prot)	0	2013	0	0	1997	0	0	1795	0	0	0	0
Flt Permitted		0.978			0.991			0.989				
Satd. Flow (perm)	0	1977	0	0	1983	0	0	1795	0	0	0	0
Satd. Flow (RTOR)					11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	3%	3%	3%	7%	7%	7%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	167	0	0	118	0	0	13	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		20.0			20.0			10.0				
Actuated g/C Ratio		0.48			0.48			0.24				
v/c Ratio		0.18			0.12			0.03				
Control Delay		6.9			6.1			12.6				
Queue Delay		0.0			0.0			0.0				
Total Delay		6.9			6.1			12.6				
LOS		A			A			B				
Approach Delay		6.9			6.1			12.6				
Approach LOS		A			A			B				
Queue Length 50th (ft)		20			13			2				
Queue Length 95th (ft)		44			31			11				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1506			1513			1111				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.11			0.08			0.01				

Intersection Summary

Cycle Length: 70
 Actuated Cycle Length: 42
 Natural Cycle: 55
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.18
 Intersection Signal Delay: 6.9
 Intersection Capacity Utilization 35.0%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service A

24: Spruce St & Central Ave Timings

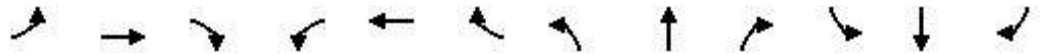
Build 2022
Saturday MIDDAY

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave Timings

Build 2022
Saturday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	94	11	3	77	22	13	26	11	18	41	19
Future Volume (vph)	18	94	11	3	77	22	13	26	11	18	41	19
Satd. Flow (prot)	0	2051	0	0	1989	0	0	1801	0	0	1783	0
Flt Permitted		0.951			0.992			0.884			0.901	
Satd. Flow (perm)	0	1964	0	0	1975	0	0	1613	0	0	1625	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	5%	5%	5%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	164	0	0	136	0	0	67	0	0	104	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		20.0			20.0			8.5			8.5	
Actuated g/C Ratio		0.49			0.49			0.21			0.21	
v/c Ratio		0.17			0.14			0.20			0.30	
Control Delay		6.5			6.3			14.8			16.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.5			6.3			14.8			16.2	
LOS		A			A			B			B	
Approach Delay		6.5			6.3			14.8			16.2	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		18			14			13			20	
Queue Length 95th (ft)		35			30			29			40	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		1309			1316			1234			1243	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.13			0.10			0.05			0.08	

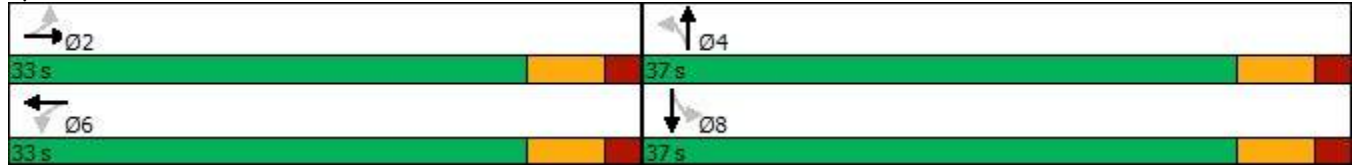
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 40.5	
Natural Cycle: 55	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.30	
Intersection Signal Delay: 9.7	Intersection LOS: A
Intersection Capacity Utilization 33.3%	ICU Level of Service A
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	103	7	1	87	18	3	15	1	12	24	18
Future Volume (vph)	18	103	7	1	87	18	3	15	1	12	24	18
Satd. Flow (prot)	0	1819	0	0	1785	0	0	1736	0	0	1744	0
Flt Permitted		0.963			0.999			0.937			0.915	
Satd. Flow (perm)	0	1764	0	0	1783	0	0	1639	0	0	1614	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	4%	4%	4%	8%	8%	8%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	145	0	0	120	0	0	21	0	0	61	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		31.9			31.9			10.0			10.0	
Actuated g/C Ratio		0.79			0.79			0.25			0.25	
v/c Ratio		0.10			0.08			0.05			0.15	
Control Delay		4.7			4.2			12.4			13.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.7			4.2			12.4			13.3	
LOS		A			A			B			B	
Approach Delay		4.7			4.2			12.4			13.3	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		0			0			3			9	
Queue Length 95th (ft)		38			30			15			32	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1561			1580			1061			1045	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.09			0.08			0.02			0.06	

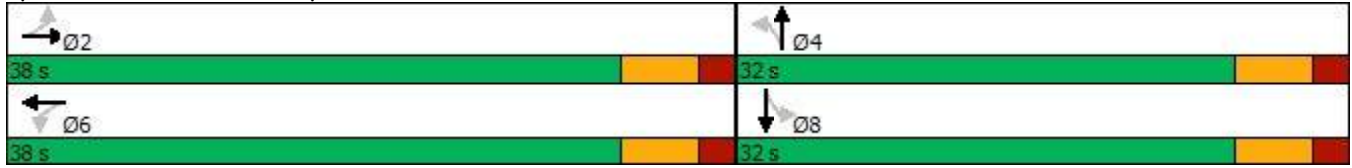
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 40.3	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.15	
Intersection Signal Delay: 6.5	Intersection LOS: A
Intersection Capacity Utilization 35.0%	ICU Level of Service A
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

Build 2022
Saturday MIDDAY

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave Timings

Build 2022
Saturday MIDDAY



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	27	82	17	4	61	10	14	76	2	7	91	14
Future Volume (vph)	27	82	17	4	61	10	14	76	2	7	91	14
Satd. Flow (prot)	0	2030	0	0	2069	0	0	1927	0	0	1989	0
Flt Permitted		0.946			0.991			0.937			0.967	
Satd. Flow (perm)	0	1942	0	0	2054	0	0	1820	0	0	1929	0
Satd. Flow (RTOR)		19			11							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	140	0	0	83	0	0	102	0	0	125	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		27.4			27.4			10.0			10.0	
Actuated g/C Ratio		0.70			0.70			0.26			0.26	
v/c Ratio		0.10			0.06			0.22			0.25	
Control Delay		4.7			4.6			13.2			13.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		4.7			4.6			13.2			13.5	
LOS		A			A			B			B	
Approach Delay		4.7			4.6			13.3			13.5	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		13			7			18			22	
Queue Length 95th (ft)		31			21			45			52	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		1364			1440			929			984	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.10			0.06			0.11			0.13	

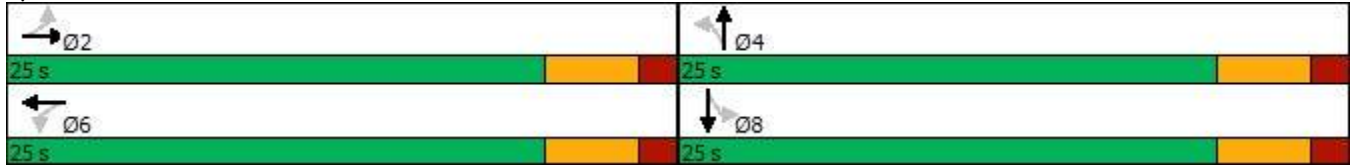
Intersection Summary

Cycle Length: 50	
Actuated Cycle Length: 39.2	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.25	
Intersection Signal Delay: 9.1	Intersection LOS: A
Intersection Capacity Utilization 30.5%	ICU Level of Service A
Analysis Period (min) 15	

28: Woodmere Blvd & Central Ave Timings

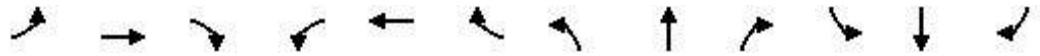
Build 2022
Saturday MIDDAY

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway HCM Unsignalized Intersection Capacity Analysis

Build 2022
Saturday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	385	23	21	283	12	9	10	18	20	0	10
Future Volume (Veh/h)	13	385	23	21	283	12	9	10	18	20	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	14	414	25	23	304	13	10	11	19	22	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		423			1143							
pX, platoon unblocked				0.95			0.95	0.95	0.95	0.95	0.95	
vC, conflicting volume	317			439			822	818	426	836	824	310
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	317			383			786	781	370	800	788	310
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			96	96	97	92	100	98
cM capacity (veh/h)	1243			1122			285	302	646	265	297	730
Direction, Lane #												
	EB 1	WB 1	NB 1	SB 1								
Volume Total	453	340	40	33								
Volume Left	14	23	10	22								
Volume Right	25	13	19	11								
cSH	1243	1122	396	336								
Volume to Capacity	0.01	0.02	0.10	0.10								
Queue Length 95th (ft)	1	2	8	8								
Control Delay (s)	0.4	0.8	15.1	16.9								
Lane LOS	A	A	C	C								
Approach Delay (s)	0.4	0.8	15.1	16.9								
Approach LOS			C	C								
Intersection Summary												
Average Delay			1.8									
Intersection Capacity Utilization			36.0%		ICU Level of Service				A			
Analysis Period (min)			15									

16: Grove Ave & W Broadway

HCM Unsignalized Intersection Capacity Analysis

Build 2022
Saturday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	337	34	16	306	0	0
Future Volume (Veh/h)	337	34	16	306	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86
Hourly flow rate (vph)	392	40	19	356	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked					0.96	
vC, conflicting volume			432		806	412
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			432		776	412
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		100	100
cM capacity (veh/h)			1117		345	640
Direction, Lane #	EB 1	WB 1				
Volume Total	432	375				
Volume Left	0	19				
Volume Right	40	0				
cSH	1700	1117				
Volume to Capacity	0.25	0.02				
Queue Length 95th (ft)	0	1				
Control Delay (s)	0.0	0.6				
Lane LOS		A				
Approach Delay (s)	0.0	0.6				
Approach LOS						
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			32.5%		ICU Level of Service	A
Analysis Period (min)			15			

19: W Broadway Ext & W Broadway HCM Unsignalized Intersection Capacity Analysis

Build 2022
Saturday MIDDAY



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↑
Traffic Volume (veh/h)	292	0	0	341	0	68
Future Volume (Veh/h)	292	0	0	341	0	68
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	311	0	0	363	0	72
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked						
vC, conflicting volume			311			156
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			311			156
tC, single (s)			4.2			7.0
tC, 2 stage (s)						
tF (s)			2.2			3.4
p0 queue free %			100			92
cM capacity (veh/h)			1239			850
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	156	156	363	72		
Volume Left	0	0	0	0		
Volume Right	0	0	0	72		
cSH	1700	1700	1700	850		
Volume to Capacity	0.09	0.09	0.21	0.08		
Queue Length 95th (ft)	0	0	0	7		
Control Delay (s)	0.0	0.0	0.0	9.6		
Lane LOS					A	
Approach Delay (s)	0.0	0.0		9.6		
Approach LOS					A	
Intersection Summary						
Average Delay			0.9			
Intersection Capacity Utilization			21.3%	ICU Level of Service	A	
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 Saturday Midday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	232	57	13	287
Future Volume (Veh/h)	0	0	232	57	13	287
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	252	62	14	312
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type						
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume						
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol						
tC, single (s)						
tC, 2 stage (s)						
tF (s)						
p0 queue free %						
cM capacity (veh/h)						
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	168	146	326			
Volume Left	0	0	14			
Volume Right	0	62	0			
cSH	1700	1700	1236			
Volume to Capacity	0.10	0.09	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.4			
Lane LOS			A			
Approach Delay (s)	0.0		0.4			
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			29.0%	ICU Level of Service	A	
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

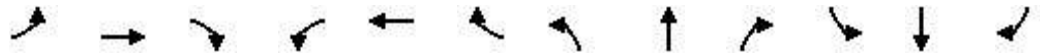
Build 2022
 Saturday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	113	8	2	86	0	0	0	0	14	27	16
Future Volume (vph)	0	113	8	2	86	0	0	0	0	14	27	16
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
Hourly flow rate (vph)	0	136	10	2	104	0	0	0	0	17	33	19
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	146	106	69									
Volume Left (vph)	0	2	17									
Volume Right (vph)	10	0	19									
Hadj (s)	0.01	0.09	-0.01									
Departure Headway (s)	4.2	4.3	4.4									
Degree Utilization, x	0.17	0.13	0.09									
Capacity (veh/h)	840	817	763									
Control Delay (s)	8.0	7.9	7.9									
Approach Delay (s)	8.0	7.9	7.9									
Approach LOS	A	A	A									
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			16.4%	ICU Level of Service								A
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

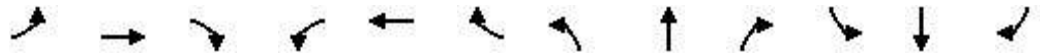
Build 2022
 Saturday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	16	0	0	2	0	1	0	19	0	0	41	19
Future Volume (vph)	16	0	0	2	0	1	0	19	0	0	41	19
Peak Hour Factor	0.92	0.92	0.92	0.91	0.92	0.91	0.92	0.91	0.91	0.91	0.91	0.92
Hourly flow rate (vph)	17	0	0	2	0	1	0	21	0	0	45	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	17	3	21	66								
Volume Left (vph)	17	2	0	0								
Volume Right (vph)	0	1	0	21								
Hadj (s)	0.20	-0.07	0.05	-0.16								
Departure Headway (s)	4.3	4.0	4.1	3.8								
Degree Utilization, x	0.02	0.00	0.02	0.07								
Capacity (veh/h)	819	869	868	935								
Control Delay (s)	7.4	7.0	7.2	7.1								
Approach Delay (s)	7.4	7.0	7.2	7.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.1									
Level of Service			A									
Intersection Capacity Utilization			13.3%		ICU Level of Service				A			
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln HCM Unsignalized Intersection Capacity Analysis

Build 2022
Saturday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	5	0	0	0	0	0	7	8	4	5	0	14
Future Volume (vph)	5	0	0	0	0	0	7	8	4	5	0	14
Peak Hour Factor	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Hourly flow rate (vph)	7	0	0	0	0	0	9	11	5	7	0	19
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	7	0	25	26								
Volume Left (vph)	7	0	9	7								
Volume Right (vph)	0	0	5	19								
Hadj (s)	0.37	0.00	-0.01	-0.33								
Departure Headway (s)	4.4	4.0	3.9	3.6								
Degree Utilization, x	0.01	0.00	0.03	0.03								
Capacity (veh/h)	808	889	911	990								
Control Delay (s)	7.4	7.0	7.0	6.7								
Approach Delay (s)	7.4	0.0	7.0	6.7								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			6.9									
Level of Service			A									
Intersection Capacity Utilization			13.3%	ICU Level of Service	A							
Analysis Period (min)			15									

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	411	9	78	462	136	10	154	98	132	119	74
Future Volume (vph)	87	411	9	78	462	136	10	154	98	132	119	74
Satd. Flow (prot)	0	1861	0	0	1819	0	0	1799	0	0	1786	0
Flt Permitted		0.806			0.888			0.982			0.659	
Satd. Flow (perm)	0	1513	0	0	1625	0	0	1771	0	0	1201	0
Satd. Flow (RTOR)		2			24						20	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	523	0	0	696	0	0	270	0	0	335	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		45.3			45.3			23.7			23.7	
Actuated g/C Ratio		0.57			0.57			0.30			0.30	
v/c Ratio		0.61			0.75			0.51			0.91	
Control Delay		16.3			17.3			26.5			54.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		16.3			17.3			26.5			54.5	
LOS		B			B			C			D	
Approach Delay		16.3			17.3			26.5			54.5	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)		173			106			105			144	
Queue Length 95th (ft)		283			#340			174			#288	
Internal Link Dist (ft)		303			1241			367			518	
Turn Bay Length (ft)												
Base Capacity (vph)		857			930			586			411	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.61			0.75			0.46			0.82	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.91
 Intersection Signal Delay: 25.2
 Intersection Capacity Utilization 91.1%
 Analysis Period (min) 15

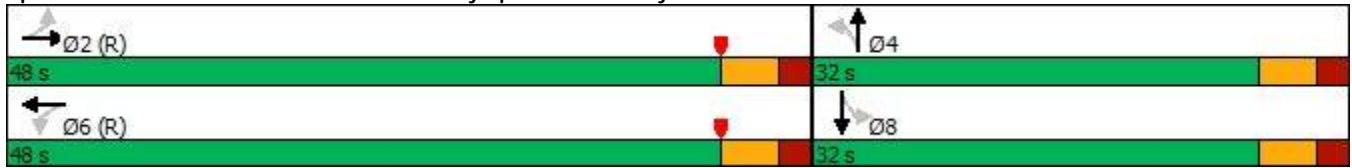
Intersection LOS: C
 ICU Level of Service F

1: Meadow Ln/Rockaway Tpke & Broadway Timings

Build 2022
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Meadow Ln/Rockaway Tpke & Broadway



2: Washington Ave & Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	53	636	26	39	595	66	14	62	111	69	56	67
Future Volume (vph)	53	636	26	39	595	66	14	62	111	69	56	67
Satd. Flow (prot)	0	1802	0	0	1851	0	0	1857	0	0	1956	0
Flt Permitted		0.908			0.935			0.968			0.716	
Satd. Flow (perm)	0	1643	0	0	1736	0	0	1805	0	0	1426	0
Satd. Flow (RTOR)		4										
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	761	0	0	744	0	0	199	0	0	204	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		52.8			52.8			15.2			15.2	
Actuated g/C Ratio		0.66			0.66			0.19			0.19	
v/c Ratio		0.70			0.65			0.58			0.76	
Control Delay		13.7			16.2			35.8			47.8	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		13.7			16.2			35.8			47.8	
LOS		B			B			D			D	
Approach Delay		13.7			16.2			35.8			47.8	
Approach LOS		B			B			D			D	
Queue Length 50th (ft)		155			283			91			97	
Queue Length 95th (ft)		m408			507			143			156	
Internal Link Dist (ft)		1241			961			292			839	
Turn Bay Length (ft)												
Base Capacity (vph)		1086			1146			586			463	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.70			0.65			0.34			0.44	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 41 (51%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 65

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 20.6

Intersection LOS: C

Intersection Capacity Utilization 89.0%

ICU Level of Service E

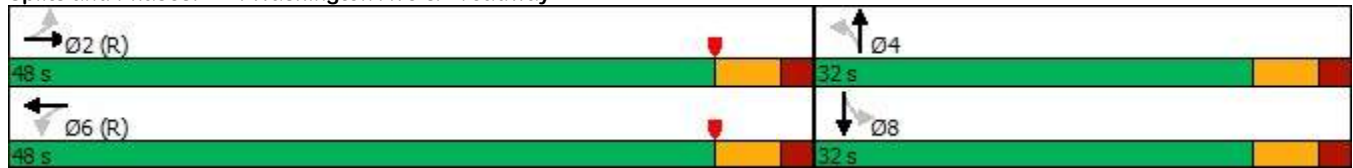
Analysis Period (min) 15

2: Washington Ave & Broadway Timings

Build 2022
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 2: Washington Ave & Broadway



3: Broadway & Spruce St Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	91	749	635	36	18	32
Future Volume (vph)	91	749	635	36	18	32
Satd. Flow (prot)	1668	1881	2055	0	1817	0
Flt Permitted	0.364				0.982	
Satd. Flow (perm)	639	1881	2055	0	1817	0
Satd. Flow (RTOR)			5		34	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	97	797	714	0	53	0
Turn Type	Perm	NA	NA		Prot	
Protected Phases		2	6		8	
Permitted Phases	2					
Detector Phase	2	2	6		8	
Switch Phase						
Minimum Initial (s)	20.0	20.0	20.0		6.0	
Minimum Split (s)	26.0	26.0	26.0		26.0	
Total Split (s)	46.0	46.0	46.0		34.0	
Total Split (%)	57.5%	57.5%	57.5%		42.5%	
Yellow Time (s)	4.0	4.0	4.0		4.0	
All-Red Time (s)	2.0	2.0	2.0		2.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	
Total Lost Time (s)	6.0	6.0	6.0		6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min	C-Min	C-Min		None	
Act Effct Green (s)	68.3	68.3	68.3		6.9	
Actuated g/C Ratio	0.85	0.85	0.85		0.09	
v/c Ratio	0.18	0.50	0.41		0.28	
Control Delay	2.9	3.5	1.6		21.5	
Queue Delay	0.0	0.0	0.1		0.0	
Total Delay	2.9	3.5	1.6		21.5	
LOS	A	A	A		C	
Approach Delay		3.5	1.6		21.5	
Approach LOS		A	A		C	
Queue Length 50th (ft)	0	98	32		9	
Queue Length 95th (ft)	m13	88	38		41	
Internal Link Dist (ft)		961	480		980	
Turn Bay Length (ft)	50					
Base Capacity (vph)	545	1605	1754		658	
Starvation Cap Reductn	0	0	168		0	
Spillback Cap Reductn	0	9	0		0	
Storage Cap Reductn	0	0	0		0	
Reduced v/c Ratio	0.18	0.50	0.45		0.08	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 79 (99%), Referenced to phase 2:EBTL and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.50
 Intersection Signal Delay: 3.3
 Intersection Capacity Utilization 72.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service C

3: Broadway & Spruce St Timings

Build 2022
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Broadway & Spruce St



4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	66	687	11	11	575	106	9	20	13	73	40	90
Future Volume (vph)	66	687	11	11	575	106	9	20	13	73	40	90
Satd. Flow (prot)	0	1808	0	0	1840	0	0	1961	0	0	1988	0
Flt Permitted		0.897			0.988			0.912			0.864	
Satd. Flow (perm)	0	1628	0	0	1820	0	0	1808	0	0	1749	0
Satd. Flow (RTOR)		1			18			13			53	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	779	0	0	706	0	0	42	0	0	207	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		56.3			56.3			12.7			12.7	
Actuated g/C Ratio		0.70			0.70			0.16			0.16	
v/c Ratio		0.68			0.55			0.14			0.64	
Control Delay		6.6			7.8			21.4			32.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		6.6			7.8			21.4			32.0	
LOS		A			A			C			C	
Approach Delay		6.6			7.8			21.4			32.0	
Approach LOS		A			A			C			C	
Queue Length 50th (ft)		51			149			13			72	
Queue Length 95th (ft)		76			367			37			129	
Internal Link Dist (ft)		480			864			285			999	
Turn Bay Length (ft)												
Base Capacity (vph)		1145			1285			585			593	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.68			0.55			0.07			0.35	

Intersection Summary

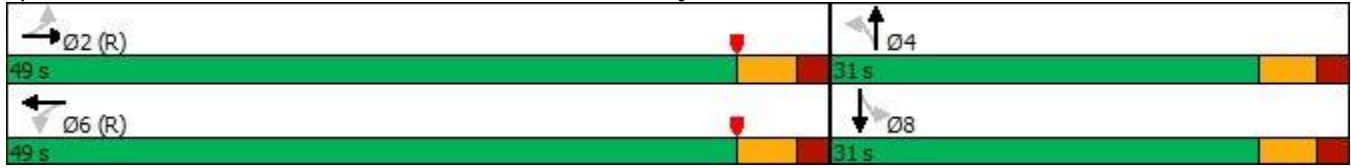
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 74 (93%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.68
 Intersection Signal Delay: 10.5
 Intersection Capacity Utilization 102.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service G

4: Briarwood Ln/Cedarhurst Ave & Broadway Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 4: Briarwood Ln/Cedarhurst Ave & Broadway



5: Broadway & Grove Ave Timings

Build 2022
Sunday MIDDAY



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↘	
Traffic Volume (vph)	0	733	605	0	70	36
Future Volume (vph)	0	733	605	0	70	36
Satd. Flow (prot)	0	1881	1881	0	1737	0
Flt Permitted					0.968	
Satd. Flow (perm)	0	1881	1881	0	1737	0
Satd. Flow (RTOR)						
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	0	748	617	0	108	0
Turn Type		NA	NA		Perm	
Protected Phases		2	6			
Permitted Phases					8	
Detector Phase		2	6		8	
Switch Phase						
Minimum Initial (s)		20.0	20.0		8.0	
Minimum Split (s)		25.5	25.5		25.5	
Total Split (s)		49.0	49.0		31.0	
Total Split (%)		61.3%	61.3%		38.8%	
Yellow Time (s)		3.5	3.5		3.5	
All-Red Time (s)		2.0	2.0		2.0	
Lost Time Adjust (s)		0.0	0.0		0.0	
Total Lost Time (s)		5.5	5.5		5.5	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode		C-Min	C-Min		None	
Act Effct Green (s)		62.1	62.1		10.7	
Actuated g/C Ratio		0.78	0.78		0.13	
v/c Ratio		0.51	0.42		0.47	
Control Delay		2.8	2.5		38.2	
Queue Delay		0.0	0.0		0.0	
Total Delay		2.8	2.5		38.2	
LOS		A	A		D	
Approach Delay		2.8	2.5		38.2	
Approach LOS		A	A		D	
Queue Length 50th (ft)		63	28		51	
Queue Length 95th (ft)		56	49		94	
Internal Link Dist (ft)		699	343		580	
Turn Bay Length (ft)						
Base Capacity (vph)		1461	1461		553	
Starvation Cap Reductn		0	0		0	
Spillback Cap Reductn		0	0		0	
Storage Cap Reductn		0	0		0	
Reduced v/c Ratio		0.51	0.42		0.20	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBT and 6:WBT, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.51
 Intersection Signal Delay: 5.3
 Intersection Capacity Utilization 54.4%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service A

5: Broadway & Grove Ave Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 5: Broadway & Grove Ave



7: Meadow Dr & Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (vph)	712	42	43	521	36	54
Future Volume (vph)	712	42	43	521	36	54
Satd. Flow (prot)	1868	0	0	1874	1694	0
Flt Permitted				0.911	0.980	
Satd. Flow (perm)	1868	0	0	1714	1694	0
Satd. Flow (RTOR)	6				56	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)	0%			0%	0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	777	0	0	581	93	0
Turn Type	NA		Perm	NA	Prot	
Protected Phases	2			6	4	
Permitted Phases			6			
Detector Phase	2		6	6	4	
Switch Phase						
Minimum Initial (s)	20.0		20.0	20.0	6.0	
Minimum Split (s)	26.0		26.0	26.0	24.0	
Total Split (s)	48.0		48.0	48.0	32.0	
Total Split (%)	60.0%		60.0%	60.0%	40.0%	
Yellow Time (s)	4.0		4.0	4.0	4.0	
All-Red Time (s)	2.0		2.0	2.0	2.0	
Lost Time Adjust (s)	0.0			0.0	0.0	
Total Lost Time (s)	6.0			6.0	6.0	
Lead/Lag						
Lead-Lag Optimize?						
Recall Mode	C-Min		C-Min	C-Min	None	
Act Effct Green (s)	63.8			63.8	7.8	
Actuated g/C Ratio	0.80			0.80	0.10	
v/c Ratio	0.52			0.43	0.43	
Control Delay	4.2			3.7	22.4	
Queue Delay	0.0			0.0	0.0	
Total Delay	4.2			3.7	22.4	
LOS	A			A	C	
Approach Delay	4.2			3.7	22.4	
Approach LOS	A			A	C	
Queue Length 50th (ft)	81			76	18	
Queue Length 95th (ft)	199			86	58	
Internal Link Dist (ft)	1063			1367	585	
Turn Bay Length (ft)						
Base Capacity (vph)	1490			1366	588	
Starvation Cap Reductn	0			0	0	
Spillback Cap Reductn	0			0	0	
Storage Cap Reductn	0			0	0	
Reduced v/c Ratio	0.52			0.43	0.16	

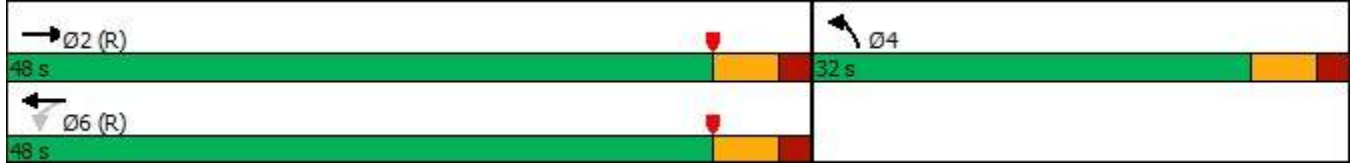
Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 0 (0%), Referenced to phase 2:EBT and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 5.2
 Intersection Capacity Utilization 78.3%
 Analysis Period (min) 15
 Intersection LOS: A
 ICU Level of Service D

7: Meadow Dr & Broadway Timings

Build 2022
Sunday MIDDAY

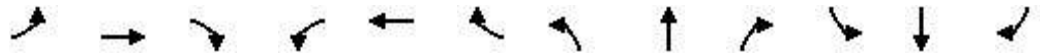
Splits and Phases: 7: Meadow Dr & Broadway



8: Woodmere Blvd & Broadway

Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	517	42	29	471	75	43	50	18	58	78	102
Future Volume (vph)	107	517	42	29	471	75	43	50	18	58	78	102
Satd. Flow (prot)	0	1788	0	0	1780	0	0	1944	0	0	1926	0
Flt Permitted		0.818			0.948			0.673			0.889	
Satd. Flow (perm)	0	1474	0	0	1693	0	0	1334	0	0	1733	0
Satd. Flow (RTOR)					15						50	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	724	0	0	626	0	0	121	0	0	259	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		25.5	25.5		15.5	15.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		53.6			53.6			15.4			15.4	
Actuated g/C Ratio		0.67			0.67			0.19			0.19	
v/c Ratio		0.73			0.55			0.47			0.69	
Control Delay		22.8			7.1			33.7			33.5	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		22.8			7.1			33.7			33.5	
LOS		C			A			C			C	
Approach Delay		22.8			7.1			33.7			33.5	
Approach LOS		C			A			C			C	
Queue Length 50th (ft)		360			143			54			98	
Queue Length 95th (ft)		#530			138			95			159	
Internal Link Dist (ft)		1367			711			510			590	
Turn Bay Length (ft)												
Base Capacity (vph)		987			1139			425			586	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.73			0.55			0.28			0.44	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 40 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 70
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.73
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 94.5%
 Analysis Period (min) 15

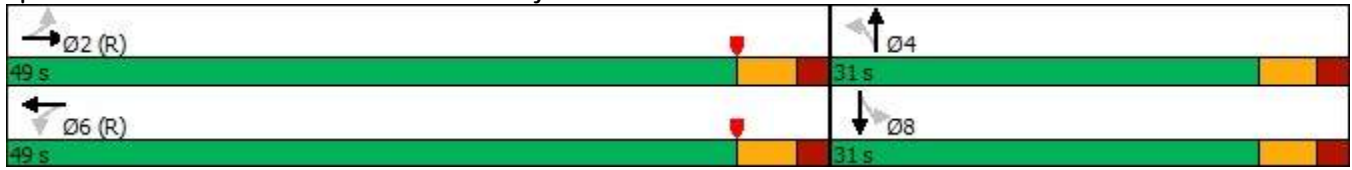
Intersection LOS: B
 ICU Level of Service F

8: Woodmere Blvd & Broadway Timings

Build 2022
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Woodmere Blvd & Broadway



9: Brower Ave/Irving Pl & Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	70	494	39	17	447	25	42	30	23	31	39	68
Future Volume (vph)	70	494	39	17	447	25	42	30	23	31	39	68
Satd. Flow (prot)	0	1915	0	0	1926	0	0	1797	0	0	1812	0
Flt Permitted		0.893			0.974			0.731			0.911	
Satd. Flow (perm)	0	1720	0	0	1880	0	0	1343	0	0	1669	0
Satd. Flow (RTOR)		7						21			64	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	648	0	0	526	0	0	102	0	0	148	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	25.5	25.5		25.5	25.5		26.5	26.5		26.5	26.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.5			5.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		58.6			58.6			10.4			10.4	
Actuated g/C Ratio		0.73			0.73			0.13			0.13	
v/c Ratio		0.51			0.38			0.53			0.55	
Control Delay		7.4			3.7			35.8			26.4	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.4			3.7			35.8			26.4	
LOS		A			A			D			C	
Approach Delay		7.4			3.7			35.8			26.4	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		130			43			39			40	
Queue Length 95th (ft)		216			91			81			89	
Internal Link Dist (ft)		711			411			297			271	
Turn Bay Length (ft)												
Base Capacity (vph)		1262			1377			442			575	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.38			0.23			0.26	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 48 (60%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.55
 Intersection Signal Delay: 10.0
 Intersection Capacity Utilization 78.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

9: Brower Ave/Irving Pl & Broadway Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 9: Brower Ave/Irving Pl & Broadway



10: Franklin Ave & Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	72	513	15	30	429	38	17	78	58	42	70	104
Future Volume (vph)	72	513	15	30	429	38	17	78	58	42	70	104
Satd. Flow (prot)	0	2051	0	0	2042	0	0	1792	0	0	1759	0
Flt Permitted		0.887			0.945			0.922			0.867	
Satd. Flow (perm)	0	1830	0	0	1936	0	0	1662	0	0	1540	0
Satd. Flow (RTOR)											62	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	632	0	0	524	0	0	161	0	0	227	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			8			4	
Permitted Phases	2			6			8			4		
Detector Phase	2	2		6	6		8	8		4	4	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		54.0			54.0			14.0			14.0	
Actuated g/C Ratio		0.68			0.68			0.18			0.18	
v/c Ratio		0.51			0.40			0.56			0.71	
Control Delay		9.8			7.7			36.6			34.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		9.8			7.7			36.6			34.2	
LOS		A			A			D			C	
Approach Delay		9.8			7.7			36.6			34.2	
Approach LOS		A			A			D			C	
Queue Length 50th (ft)		168			99			75			78	
Queue Length 95th (ft)		247			201			121			138	
Internal Link Dist (ft)		2084			529			299			317	
Turn Bay Length (ft)												
Base Capacity (vph)		1236			1307			540			542	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.51			0.40			0.30			0.42	

Intersection Summary

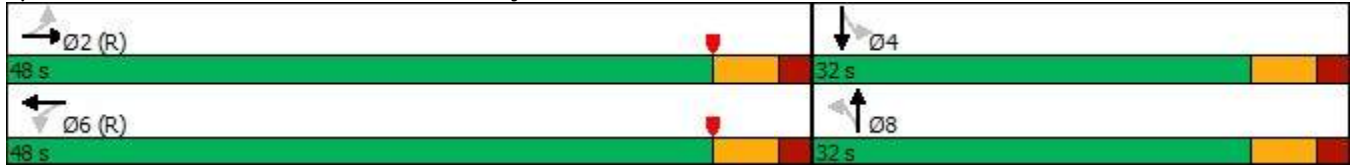
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 76 (95%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 15.5
 Intersection Capacity Utilization 81.5%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

10: Franklin Ave & Broadway Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 10: Franklin Ave & Broadway



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Build 2022

Sunday Midday

Timings



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations		↕↕			↕↕			↕	↕		↕	
Traffic Volume (vph)	114	480	33	37	448	1	4	62	85	17	36	13
Future Volume (vph)	114	480	33	37	448	1	4	62	85	17	36	13
Satd. Flow (prot)	0	3514	0	0	3525	0	0	1768	1507	0	1987	0
Flt Permitted		0.455			0.822						0.923	
Satd. Flow (perm)	0	1613	0	0	2909	0	0	1773	1507	0	1858	0
Satd. Flow (RTOR)		5							91		7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	674	0	0	523	0	0	71	91	0	71	0
Turn Type	pm+pt	NA		Perm	NA		custom	NA	custom	Perm	NA	
Protected Phases	5	2			6			9			13	
Permitted Phases	2	5		6			9 8	8	9 8	13		
Detector Phase	5	2		6	6		9 8	9	9 8	13	13	
Switch Phase												
Minimum Initial (s)	4.0	10.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	9.0	20.0		16.0	16.0			26.0		12.0	12.0	
Total Split (s)	21.0	67.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	14.3%	45.6%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	0.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	Min		Min	Min			None		None	None	
Act Effct Green (s)		30.0			30.0			30.6	36.7		20.2	
Actuated g/C Ratio		0.33			0.33			0.34	0.41		0.22	
v/c Ratio		0.57			0.54			0.12	0.14		0.17	
Control Delay		26.3			5.1			6.5	1.5		30.0	
Queue Delay		0.0			0.1			0.4	1.0		0.1	
Total Delay		26.3			5.2			6.9	2.5		30.1	
LOS		C			A			A	A		C	
Approach Delay		26.3			5.2			4.5			30.1	
Approach LOS		C			A			A			C	
Queue Length 50th (ft)		161			10			6	2		29	
Queue Length 95th (ft)		224			12			m20	m3		75	
Internal Link Dist (ft)		132			143			86			316	
Turn Bay Length (ft)												
Base Capacity (vph)		2408			1306			602	686		422	
Starvation Cap Reductn		0			120			298	425		0	
Spillback Cap Reductn		267			0			0	0		36	
Storage Cap Reductn		0			0			0	0		0	
Reduced v/c Ratio		0.31			0.44			0.23	0.35		0.18	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 89.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 16.3

Intersection LOS: B

Intersection Capacity Utilization 56.4%

ICU Level of Service B

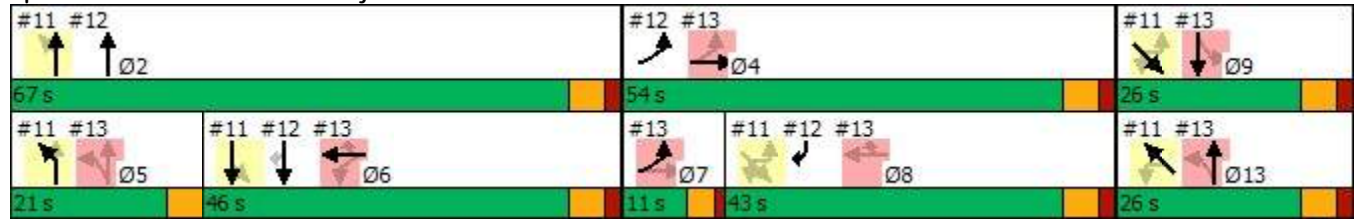
Analysis Period (min) 15

m Volume for 95th percentile queue is metered by upstream signal.

11: Broadway & Piermont Ave/Veterans Memorial Plaza Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 11: Broadway & Piermont Ave/Veterans Memorial Plaza



11: Broadway & Piermont Ave/Veterans Memorial Plaza

Timings

Build 2022
Sunday Midday

Lane Group	Ø4	Ø7	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	4	7	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	6.0	3.0	4.0
Minimum Split (s)	26.0	10.0	22.0
Total Split (s)	54.0	11.0	43.0
Total Split (%)	37%	7%	29%
Yellow Time (s)	4.0	3.0	4.0
All-Red Time (s)	2.0	1.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	None	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

12: Broadway & W Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBR	NBL	NBT	SBT	SBR	Ø5	Ø7	Ø9	Ø13
Lane Configurations	↖↗			↑↑	↑↓	↖				
Traffic Volume (vph)	313	0	0	492	493	441				
Future Volume (vph)	313	0	0	492	493	441				
Satd. Flow (prot)	3351	0	0	3574	3080	1407				
Flt Permitted	0.950									
Satd. Flow (perm)	3351	0	0	3574	3080	1407				
Satd. Flow (RTOR)										
Confl. Peds. (#/hr)										
Confl. Bikes (#/hr)										
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				
Growth Factor	100%	100%	100%	100%	100%	100%				
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%				
Bus Blockages (#/hr)	0	0	0	0	0	0				
Parking (#/hr)										
Mid-Block Traffic (%)	0%			0%	0%					
Shared Lane Traffic (%)						35%				
Lane Group Flow (vph)	333	0	0	523	688	305				
Turn Type	Prot			NA	NA	custom				
Protected Phases	4			2	6	8	5	7	9	13
Permitted Phases						6				
Detector Phase	4			2	6	8				
Switch Phase										
Minimum Initial (s)	6.0			10.0	10.0	4.0	4.0	3.0	6.0	6.0
Minimum Split (s)	26.0			20.0	16.0	22.0	9.0	10.0	26.0	12.0
Total Split (s)	54.0			67.0	46.0	43.0	21.0	11.0	26.0	26.0
Total Split (%)	36.7%			45.6%	31.3%	29.3%	14%	7%	18%	18%
Yellow Time (s)	4.0			4.0	4.0	4.0	4.0	3.0	4.0	4.0
All-Red Time (s)	2.0			2.0	2.0	2.0	0.0	1.0	2.0	2.0
Lost Time Adjust (s)	0.0			0.0	0.0	0.0				
Total Lost Time (s)	6.0			6.0	6.0	6.0				
Lead/Lag					Lag	Lag	Lead	Lead		
Lead-Lag Optimize?										
Recall Mode	None			Min	Min	None	None	None	None	None
Act Effct Green (s)	21.5			30.0	30.0	40.4				
Actuated g/C Ratio	0.24			0.33	0.33	0.45				
v/c Ratio	0.42			0.44	0.67	0.48				
Control Delay	8.8			5.0	29.0	11.9				
Queue Delay	0.0			0.0	0.0	0.0				
Total Delay	8.8			5.0	29.0	11.9				
LOS	A			A	C	B				
Approach Delay	8.8			5.0	23.8					
Approach LOS	A			A	C					
Queue Length 50th (ft)	14			15	180	76				
Queue Length 95th (ft)	22			20	253	121				
Internal Link Dist (ft)	76			143	629					
Turn Bay Length (ft)						175				
Base Capacity (vph)	1806			2448	1383	1054				
Starvation Cap Reductn	136			229	0	0				
Spillback Cap Reductn	0			0	0	0				
Storage Cap Reductn	0			0	0	0				
Reduced v/c Ratio	0.20			0.24	0.50	0.29				

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 89.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 15.8

Intersection LOS: B

Intersection Capacity Utilization 37.3%

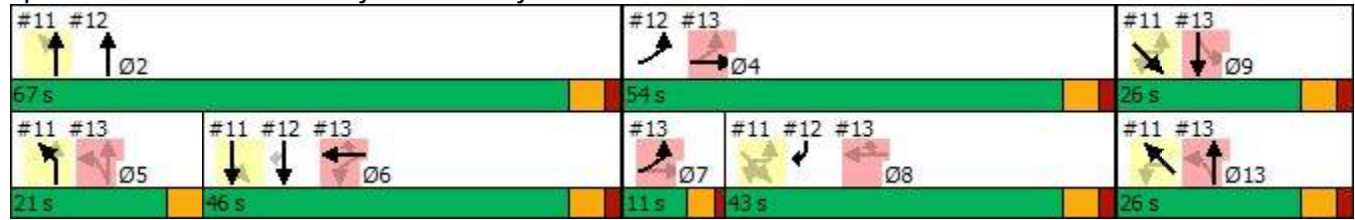
ICU Level of Service A

Analysis Period (min) 15

12: Broadway & W Broadway Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 12: Broadway & W Broadway



13: Veterans Memorial Plaza/Harris Ave & W Broadway

Build 2022

Timings

Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	175	301	59	2	378	67	40	109	0	17	90	127
Future Volume (vph)	175	301	59	2	378	67	40	109	0	17	90	127
Satd. Flow (prot)	1787	3485	0	0	3336	1492	0	1875	0	0	1754	0
Flt Permitted	0.524				0.860			0.000			0.971	
Satd. Flow (perm)	986	3485	0	0	2869	1492	0	0	0	0	1710	0
Satd. Flow (RTOR)		17				82						
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	177	364	0	0	384	68	0	150	0	0	236	0
Turn Type	pm+pt	NA		Perm	NA	custom	custom	NA		Perm	NA	
Protected Phases	7	4			6			13			9	
Permitted Phases	4	7		6	6	8	6	8	5	9		
Detector Phase	7	4		6	6	6	8	13	5	9	9	
Switch Phase												
Minimum Initial (s)	3.0	6.0		10.0	10.0			6.0		6.0	6.0	
Minimum Split (s)	10.0	26.0		16.0	16.0			12.0		26.0	26.0	
Total Split (s)	11.0	54.0		46.0	46.0			26.0		26.0	26.0	
Total Split (%)	7.5%	36.7%		31.3%	31.3%			17.7%		17.7%	17.7%	
Yellow Time (s)	3.0	4.0		4.0	4.0			4.0		4.0	4.0	
All-Red Time (s)	1.0	2.0		2.0	2.0			2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0			0.0			0.0	
Total Lost Time (s)	4.0	6.0			6.0			6.0			6.0	
Lead/Lag	Lead			Lag	Lag							
Lead-Lag Optimize?												
Recall Mode	None	None		Min	Min			None		None	None	
Act Effct Green (s)	23.5	21.5			40.4	40.4		20.2			20.2	
Actuated g/C Ratio	0.26	0.24			0.45	0.45		0.22			0.22	
v/c Ratio	0.55	0.43			0.30	0.09		0.36			0.61	
Control Delay	36.5	30.4			1.9	0.3		47.3			41.6	
Queue Delay	0.0	0.0			0.1	0.0		10.4			0.0	
Total Delay	36.5	30.4			2.0	0.3		57.6			41.6	
LOS	D	C			A	A		E			D	
Approach Delay		32.4			1.8			57.6			41.6	
Approach LOS		C			A			E			D	
Queue Length 50th (ft)	82	87			4	0		74			121	
Queue Length 95th (ft)	159	146			6	0		139			#247	
Internal Link Dist (ft)		440			76			86			164	
Turn Bay Length (ft)	65											
Base Capacity (vph)	320	1885			1600	1291		421			384	
Starvation Cap Reductn	0	0			409	416		236			0	
Spillback Cap Reductn	0	0			0	0		0			0	
Storage Cap Reductn	0	0			0	0		0			0	
Reduced v/c Ratio	0.55	0.19			0.32	0.08		0.81			0.61	

Intersection Summary

Cycle Length: 147

Actuated Cycle Length: 89.9

Natural Cycle: 85

Control Type: Actuated-Uncoordinated

Maximum v/c Ratio: 0.67

Intersection Signal Delay: 26.7

Intersection LOS: C

Intersection Capacity Utilization 54.4%

ICU Level of Service A

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

13: Veterans Memorial Plaza/Harris Ave & W Broadway

Timings

Build 2022
Sunday Midday

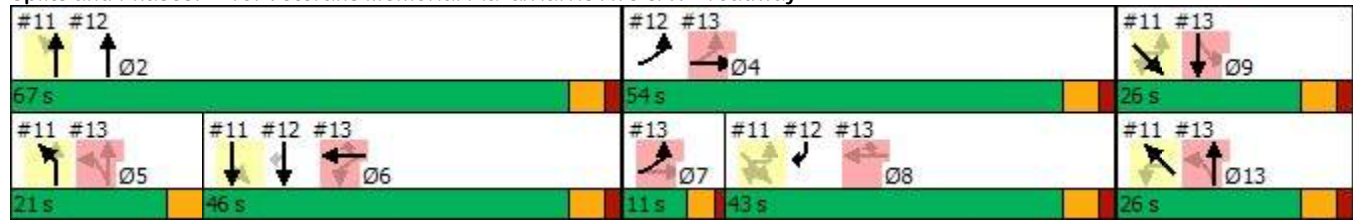
Lane Group	Ø2	Ø5	Ø8
Lane Configurations			
Traffic Volume (vph)			
Future Volume (vph)			
Satd. Flow (prot)			
Flt Permitted			
Satd. Flow (perm)			
Satd. Flow (RTOR)			
Confl. Peds. (#/hr)			
Confl. Bikes (#/hr)			
Peak Hour Factor			
Growth Factor			
Heavy Vehicles (%)			
Bus Blockages (#/hr)			
Parking (#/hr)			
Mid-Block Traffic (%)			
Shared Lane Traffic (%)			
Lane Group Flow (vph)			
Turn Type			
Protected Phases	2	5	8
Permitted Phases			
Detector Phase			
Switch Phase			
Minimum Initial (s)	10.0	4.0	4.0
Minimum Split (s)	20.0	9.0	22.0
Total Split (s)	67.0	21.0	43.0
Total Split (%)	46%	14%	29%
Yellow Time (s)	4.0	4.0	4.0
All-Red Time (s)	2.0	0.0	2.0
Lost Time Adjust (s)			
Total Lost Time (s)			
Lead/Lag		Lead	Lag
Lead-Lag Optimize?			
Recall Mode	Min	None	None
Act Effct Green (s)			
Actuated g/C Ratio			
v/c Ratio			
Control Delay			
Queue Delay			
Total Delay			
LOS			
Approach Delay			
Approach LOS			
Queue Length 50th (ft)			
Queue Length 95th (ft)			
Internal Link Dist (ft)			
Turn Bay Length (ft)			
Base Capacity (vph)			
Starvation Cap Reductn			
Spillback Cap Reductn			
Storage Cap Reductn			
Reduced v/c Ratio			
Intersection Summary			

13: Veterans Memorial Plaza/Harris Ave & W Broadway Timings

Build 2022
Sunday MIDDAY

Queue shown is maximum after two cycles.

Splits and Phases: 13: Veterans Memorial Plaza/Harris Ave & W Broadway



14: Woodmere Blvd & W Broadway

Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	461	53	38	436	59	55	205	41	44	226	37
Future Volume (vph)	50	461	53	38	436	59	55	205	41	44	226	37
Satd. Flow (prot)	0	1973	0	0	1969	0	1685	1791	0	1668	1780	0
Flt Permitted		0.913			0.930		0.396			0.433		
Satd. Flow (perm)	0	1808	0	0	1838	0	702	1791	0	760	1780	0
Satd. Flow (RTOR)		10			12							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	620	0	0	586	0	60	270	0	48	289	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		6.0	6.0		6.0	6.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	48.0	48.0		48.0	48.0		32.0	32.0		32.0	32.0	
Total Split (%)	60.0%	60.0%		60.0%	60.0%		40.0%	40.0%		40.0%	40.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)		6.0			6.0		6.0	6.0		6.0	6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effct Green (s)		49.8			49.8		18.2	18.2		18.2	18.2	
Actuated g/C Ratio		0.62			0.62		0.23	0.23		0.23	0.23	
v/c Ratio		0.55			0.51		0.38	0.66		0.28	0.71	
Control Delay		8.0			11.2		31.5	35.6		27.8	38.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		8.0			11.2		31.5	35.6		27.8	38.0	
LOS		A			B		C	D		C	D	
Approach Delay		8.0			11.2			34.8			36.6	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)		75			141		25	123		20	134	
Queue Length 95th (ft)		100			275		55	181		45	194	
Internal Link Dist (ft)		1252			1676			1321			384	
Turn Bay Length (ft)							45			30		
Base Capacity (vph)		1129			1148		228	582		247	578	
Starvation Cap Reductn		0			0		0	0		0	0	
Spillback Cap Reductn		0			0		0	0		0	0	
Storage Cap Reductn		0			0		0	0		0	0	
Reduced v/c Ratio		0.55			0.51		0.26	0.46		0.19	0.50	

Intersection Summary

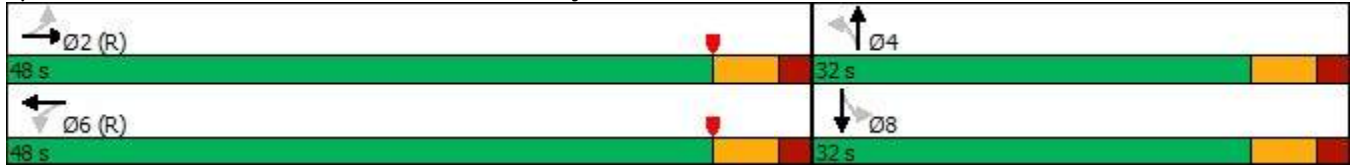
Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.71
 Intersection Signal Delay: 18.9
 Intersection Capacity Utilization 75.9%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

14: Woodmere Blvd & W Broadway Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 14: Woodmere Blvd & W Broadway



15: Prospect Ave/Derby Ave & W Broadway

Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	13	486	38	81	520	15	133	18	142	3	7	14
Future Volume (vph)	13	486	38	81	520	15	133	18	142	3	7	14
Satd. Flow (prot)	0	1861	0	0	1862	0	0	1720	0	0	1738	0
Flt Permitted		0.979			0.857			0.841			0.962	
Satd. Flow (perm)	0	1823	0	0	1607	0	0	1479	0	0	1682	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	610	0	0	700	0	0	332	0	0	27	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.5	26.5		26.5	26.5		25.5	25.5		25.5	25.5	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		46.2			46.2			21.8			21.8	
Actuated g/C Ratio		0.58			0.58			0.27			0.27	
v/c Ratio		0.58			0.76			0.82			0.06	
Control Delay		7.9			23.2			44.4			19.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.9			23.2			44.4			19.9	
LOS		A			C			D			B	
Approach Delay		7.9			23.2			44.4			19.9	
Approach LOS		A			C			D			B	
Queue Length 50th (ft)		178			313			151			10	
Queue Length 95th (ft)		73			#475			231			26	
Internal Link Dist (ft)		366			1691			1162			422	
Turn Bay Length (ft)												
Base Capacity (vph)		1052			927			471			536	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.58			0.76			0.70			0.05	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 50 (63%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 65
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.82
 Intersection Signal Delay: 21.8
 Intersection Capacity Utilization 100.5%
 Analysis Period (min) 15

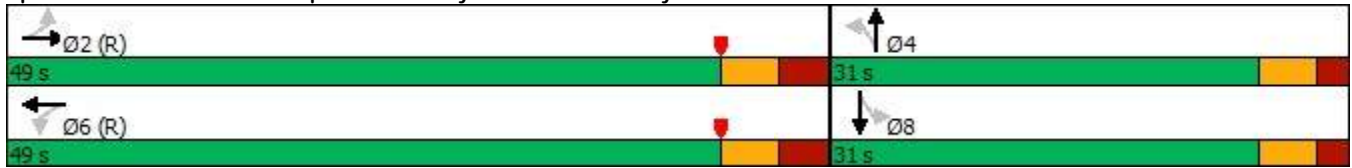
Intersection LOS: C
 ICU Level of Service G

15: Prospect Ave/Derby Ave & W Broadway Timings

Build 2022
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 15: Prospect Ave/Derby Ave & W Broadway



17: Cedarhurst Ave & W Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	11	597	69	86	480	14	78	104	67	8	111	25
Future Volume (vph)	11	597	69	86	480	14	78	104	67	8	111	25
Satd. Flow (prot)	0	1915	0	0	1924	0	0	1786	0	0	1851	0
Flt Permitted		0.989			0.820			0.830			0.977	
Satd. Flow (perm)	0	1896	0	0	1589	0	0	1505	0	0	1814	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	736	0	0	630	0	0	271	0	0	157	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		26.0	26.0		26.0	26.0	
Total Split (s)	49.0	49.0		49.0	49.0		31.0	31.0		31.0	31.0	
Total Split (%)	61.3%	61.3%		61.3%	61.3%		38.8%	38.8%		38.8%	38.8%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		49.1			49.1			18.9			18.9	
Actuated g/C Ratio		0.61			0.61			0.24			0.24	
v/c Ratio		0.63			0.65			0.77			0.37	
Control Delay		10.4			7.9			42.3			26.8	
Queue Delay		0.1			0.0			0.0			0.0	
Total Delay		10.5			7.9			42.3			26.8	
LOS		B			A			D			C	
Approach Delay		10.5			7.9			42.3			26.8	
Approach LOS		B			A			D			C	
Queue Length 50th (ft)		178			88			126			65	
Queue Length 95th (ft)		149			200			191			106	
Internal Link Dist (ft)		560			1288			2092			418	
Turn Bay Length (ft)												
Base Capacity (vph)		1164			976			470			566	
Starvation Cap Reductn		19			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.64			0.65			0.58			0.28	

Intersection Summary

Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 11 (14%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
 Natural Cycle: 60
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 15.8
 Intersection Capacity Utilization 108.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service G

17: Cedarhurst Ave & W Broadway Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 17: Cedarhurst Ave & W Broadway



18: Washington Ave/Arlington Rd & W Broadway Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	24	588	38	69	485	10	95	76	108	31	19	8
Future Volume (vph)	24	588	38	69	485	10	95	76	108	31	19	8
Satd. Flow (prot)	0	1862	0	0	1866	0	0	1753	0	0	1817	0
Flt Permitted		0.968			0.849			0.983			0.974	
Satd. Flow (perm)	0	1806	0	0	1594	0	0	1753	0	0	1817	0
Satd. Flow (RTOR)		4			1			38			8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	684	0	0	595	0	0	294	0	0	61	0
Turn Type	Perm	NA		Perm	NA		Split	NA		Split	NA	
Protected Phases		2			6		4	4		8	8	
Permitted Phases	2			6								
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	24.5	24.5		24.5	24.5		23.5	23.5		25.5	25.5	
Total Split (s)	28.0	28.0		28.0	28.0		26.0	26.0		26.0	26.0	
Total Split (%)	35.0%	35.0%		35.0%	35.0%		32.5%	32.5%		32.5%	32.5%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	3.0	3.0		3.0	3.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.5			6.5			5.5			5.5	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	C-Min	C-Min		C-Min	C-Min		None	None		None	None	
Act Effect Green (s)		42.8			42.8			16.4			7.8	
Actuated g/C Ratio		0.54			0.54			0.20			0.10	
v/c Ratio		0.71			0.70			0.76			0.33	
Control Delay		23.3			21.5			38.2			34.3	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		23.3			21.5			38.2			34.3	
LOS		C			C			D			C	
Approach Delay		23.3			21.5			38.2			34.3	
Approach LOS		C			C			D			C	
Queue Length 50th (ft)		276			110			120			25	
Queue Length 95th (ft)		#553			#367			194			59	
Internal Link Dist (ft)		1162			560			2536			438	
Turn Bay Length (ft)												
Base Capacity (vph)		969			854			477			471	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.71			0.70			0.62			0.13	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow

Natural Cycle: 90

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.76

Intersection Signal Delay: 25.8

Intersection LOS: C

Intersection Capacity Utilization 82.9%

ICU Level of Service E

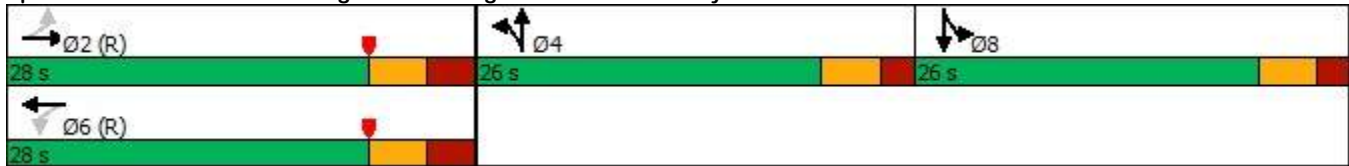
Analysis Period (min) 15

18: Washington Ave/Arlington Rd & W Broadway Timings

Build 2022
Sunday MIDDAY

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 18: Washington Ave/Arlington Rd & W Broadway



20: Rockaway Tpke & Burnside Ave/W Broadway

Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	396	261	57	123	242	242	36	475	5	240	524	360
Future Volume (vph)	396	261	57	123	242	242	36	475	5	240	524	360
Satd. Flow (prot)	1610	3276	0	0	3513	1599	1787	3567	0	1787	1881	1599
Flt Permitted	0.950	0.984			0.983		0.459			0.333		
Satd. Flow (perm)	1610	3276	0	0	3513	1599	863	3567	0	626	1881	1599
Satd. Flow (RTOR)		11				82		1				258
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)	40%											
Lane Group Flow (vph)	245	491	0	0	376	249	37	495	0	247	540	371
Turn Type	Split	NA		Split	NA	pt+ov	Perm	NA		pm+pt	NA	pt+ov
Protected Phases	4	4		8	8	8 1		2		1	6	6 4
Permitted Phases							2			6		
Detector Phase	4	4		8	8	8 1	2	2		1	6	6 4
Switch Phase												
Minimum Initial (s)	12.0	12.0		12.0	12.0		20.0	20.0		3.0	20.0	
Minimum Split (s)	32.0	32.0		32.0	32.0		32.0	32.0		8.0	32.0	
Total Split (s)	33.0	33.0		33.0	33.0		33.0	33.0		21.0	54.0	
Total Split (%)	27.5%	27.5%		27.5%	27.5%		27.5%	27.5%		17.5%	45.0%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		3.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0			6.0		6.0	6.0		5.0	6.0	
Lead/Lag							Lag	Lag		Lead		
Lead-Lag Optimize?							Yes	Yes		Yes		
Recall Mode	None	None		None	None		C-Min	C-Min		None	C-Min	
Act Effct Green (s)	24.6	24.6			18.8	38.7	38.7	38.7		59.6	58.6	89.2
Actuated g/C Ratio	0.20	0.20			0.16	0.32	0.32	0.32		0.50	0.49	0.74
v/c Ratio	0.74	0.72			0.68	0.44	0.13	0.43		0.54	0.59	0.30
Control Delay	58.7	49.7			54.1	22.0	35.7	36.1		24.2	27.1	2.3
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	58.7	49.7			54.1	22.0	35.7	36.1		24.2	27.1	2.3
LOS	E	D			D	C	D	D		C	C	A
Approach Delay		52.7			41.3			36.1			18.6	
Approach LOS		D			D			D			B	
Queue Length 50th (ft)	194	189			146	98	22	160		111	299	21
Queue Length 95th (ft)	293	250			189	154	m46	248		188	462	58
Internal Link Dist (ft)		542			292			82			495	
Turn Bay Length (ft)	260									150		
Base Capacity (vph)	369	760			790	590	278	1150		476	919	1288
Starvation Cap Reductn	0	0			0	0	0	0		0	0	0
Spillback Cap Reductn	0	0			0	0	0	0		0	0	0
Storage Cap Reductn	0	0			0	0	0	0		0	0	0
Reduced v/c Ratio	0.66	0.65			0.48	0.42	0.13	0.43		0.52	0.59	0.29

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 6 (5%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 105

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.74

Intersection Signal Delay: 34.5

Intersection LOS: C

Intersection Capacity Utilization 88.2%

ICU Level of Service E






Analysis Period (min) 15

20: Rockaway Tpke & Burnside Ave/W Broadway Timings

Build 2022
Sunday MIDDAY

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 20: Rockaway Tpke & Burnside Ave/W Broadway

 Ø1 21s	 Ø2 (R) 33s	 Ø4 33s	 Ø8 33s
 Ø6 (R) 54s			

22: Rockaway Tpke & Central Ave Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	129	292	39	40	219	128	39	356	56	166	246	190
Future Volume (vph)	129	292	39	40	219	128	39	356	56	166	246	190
Satd. Flow (prot)	1787	1847	0	1787	1776	0	1805	1862	0	1787	1759	0
Flt Permitted	0.234			0.405			0.358			0.275		
Satd. Flow (perm)	440	1847	0	762	1776	0	680	1862	0	517	1759	0
Satd. Flow (RTOR)								7				
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	132	338	0	41	354	0	40	420	0	169	445	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	10.0		3.0	10.0		3.0	20.0		3.0	20.0	
Minimum Split (s)	9.5	25.0		9.5	25.0		9.5	27.0		9.5	27.0	
Total Split (s)	18.0	44.0		18.0	44.0		18.0	40.0		18.0	40.0	
Total Split (%)	15.0%	36.7%		15.0%	36.7%		15.0%	33.3%		15.0%	33.3%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	45.2	36.0		37.0	29.9		51.2	44.2		59.9	50.5	
Actuated g/C Ratio	0.38	0.30		0.31	0.25		0.43	0.37		0.50	0.42	
v/c Ratio	0.46	0.61		0.14	0.80		0.11	0.61		0.45	0.60	
Control Delay	27.8	41.0		21.6	55.7		18.8	37.3		28.9	43.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	27.8	41.0		21.6	55.7		18.8	37.3		28.9	43.8	
LOS	C	D		C	E		B	D		C	D	
Approach Delay		37.3			52.1			35.7			39.7	
Approach LOS		D			D			D			D	
Queue Length 50th (ft)	65	228		19	258		15	265		100	305	
Queue Length 95th (ft)	97	304		38	339		39	#445		175	#481	
Internal Link Dist (ft)		467			1330			518			2137	
Turn Bay Length (ft)	90			50			75			130		
Base Capacity (vph)	301	594		368	562		431	690		390	740	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.44	0.57		0.11	0.63		0.09	0.61		0.43	0.60	

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 120

Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Yellow

Natural Cycle: 75

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.80

Intersection Signal Delay: 40.7

Intersection LOS: D

Intersection Capacity Utilization 77.8%

ICU Level of Service D

Analysis Period (min) 15

22: Rockaway Tpke & Central Ave Timings

Build 2022
Sunday MIDDAY

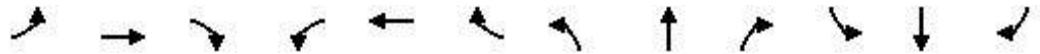
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 22: Rockaway Tpke & Central Ave



23: Washington Ave & Central Ave Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	367	44	35	279	74	38	90	56	93	128	145
Future Volume (vph)	89	367	44	35	279	74	38	90	56	93	128	145
Satd. Flow (prot)	0	1842	0	0	1823	0	0	1786	0	0	1774	0
Flt Permitted		0.864			0.924			0.878			0.869	
Satd. Flow (perm)	0	1606	0	0	1693	0	0	1584	0	0	1562	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	526	0	0	409	0	0	194	0	0	386	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		25.1			25.1			19.2			19.2	
Actuated g/C Ratio		0.44			0.44			0.34			0.34	
v/c Ratio		0.74			0.55			0.36			0.73	
Control Delay		21.6			15.8			17.0			26.2	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		21.6			15.8			17.0			26.2	
LOS		C			B			B			C	
Approach Delay		21.6			15.8			17.0			26.2	
Approach LOS		C			B			B			C	
Queue Length 50th (ft)		139			96			45			105	
Queue Length 95th (ft)		288			198			107			228	
Internal Link Dist (ft)		1330			620			839			2536	
Turn Bay Length (ft)												
Base Capacity (vph)		937			987			750			740	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.56			0.41			0.26			0.52	

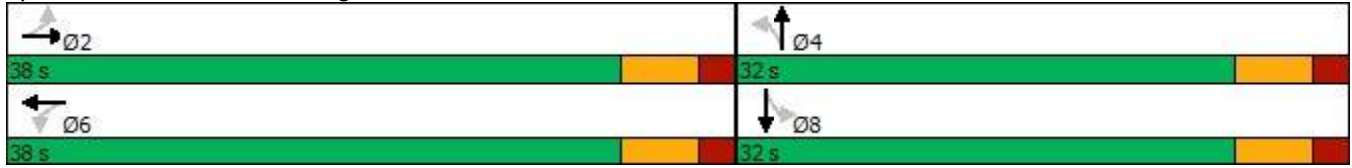
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 56.8	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.74	
Intersection Signal Delay: 20.6	Intersection LOS: C
Intersection Capacity Utilization 85.5%	ICU Level of Service E
Analysis Period (min) 15	

23: Washington Ave & Central Ave Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 23: Washington Ave & Central Ave



24: Spruce St & Central Ave Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	111	373	28	19	385	82	29	57	32	0	0	0
Future Volume (vph)	111	373	28	19	385	82	29	57	32	0	0	0
Satd. Flow (prot)	0	2032	0	0	2018	0	0	1930	0	0	0	0
Flt Permitted		0.810			0.971			0.988				
Satd. Flow (perm)	0	1664	0	0	1963	0	0	1930	0	0	0	0
Satd. Flow (RTOR)					19							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	0%	0%	0%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	545	0	0	517	0	0	126	0	0	0	0
Turn Type	Perm	NA		Perm	NA		Perm	NA				
Protected Phases		2			6			4				
Permitted Phases	2			6			4					
Detector Phase	2	2		6	6		4	4				
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0				
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0				
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0				
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%				
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0				
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0				
Lost Time Adjust (s)		0.0			0.0			0.0				
Total Lost Time (s)		6.0			6.0			6.0				
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		None	None		Min	Min				
Act Effct Green (s)		23.0			23.0			10.8				
Actuated g/C Ratio		0.50			0.50			0.24				
v/c Ratio		0.65			0.52			0.28				
Control Delay		12.9			9.5			17.7				
Queue Delay		0.0			0.0			0.0				
Total Delay		12.9			9.5			17.7				
LOS		B			A			B				
Approach Delay		12.9			9.5			17.7				
Approach LOS		B			A			B				
Queue Length 50th (ft)		90			74			24				
Queue Length 95th (ft)		185			147			74				
Internal Link Dist (ft)		620			430			980			398	
Turn Bay Length (ft)												
Base Capacity (vph)		1175			1393			1108				
Starvation Cap Reductn		0			0			0				
Spillback Cap Reductn		0			0			0				
Storage Cap Reductn		0			0			0				
Reduced v/c Ratio		0.46			0.37			0.11				

Intersection Summary

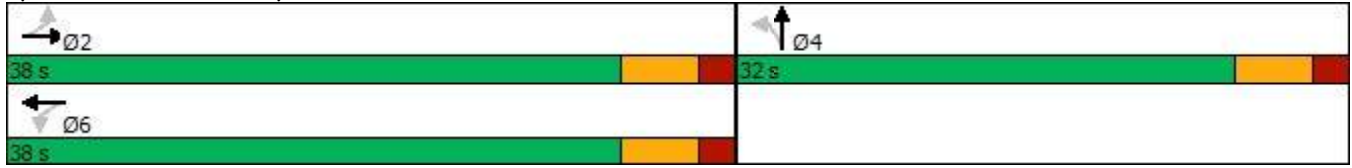
Cycle Length: 70
 Actuated Cycle Length: 45.9
 Natural Cycle: 60
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.65
 Intersection Signal Delay: 11.9
 Intersection Capacity Utilization 77.1%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service D

24: Spruce St & Central Ave Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 24: Spruce St & Central Ave



25: Cedarhurst Ave & Central Ave Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	245	42	36	292	101	58	129	51	79	132	157
Future Volume (vph)	85	245	42	36	292	101	58	129	51	79	132	157
Satd. Flow (prot)	0	2077	0	0	2056	0	0	1805	0	0	1770	0
Flt Permitted		0.805			0.939			0.830			0.876	
Satd. Flow (perm)	0	1691	0	0	1938	0	0	1516	0	0	1568	0
Satd. Flow (RTOR)												
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	404	0	0	466	0	0	258	0	0	400	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		8.0	8.0		8.0	8.0	
Minimum Split (s)	26.0	26.0		26.0	26.0		29.0	29.0		29.0	29.0	
Total Split (s)	33.0	33.0		33.0	33.0		37.0	37.0		37.0	37.0	
Total Split (%)	47.1%	47.1%		47.1%	47.1%		52.9%	52.9%		52.9%	52.9%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		Min	Min	
Act Effct Green (s)		22.0			22.0			18.8			18.8	
Actuated g/C Ratio		0.41			0.41			0.35			0.35	
v/c Ratio		0.58			0.58			0.48			0.72	
Control Delay		17.6			17.1			16.5			23.0	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		17.6			17.1			16.5			23.0	
LOS		B			B			B			C	
Approach Delay		17.6			17.1			16.5			23.0	
Approach LOS		B			B			B			C	
Queue Length 50th (ft)		88			102			56			97	
Queue Length 95th (ft)		222			247			126			207	
Internal Link Dist (ft)		430			1538			999			2092	
Turn Bay Length (ft)												
Base Capacity (vph)		882			1011			909			940	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.46			0.46			0.28			0.43	

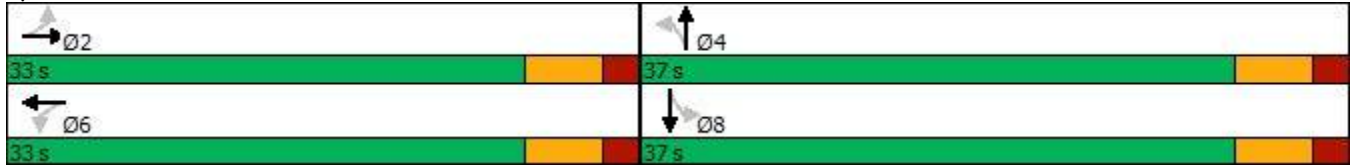
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 53.2	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.72	
Intersection Signal Delay: 18.7	Intersection LOS: B
Intersection Capacity Utilization 77.0%	ICU Level of Service D
Analysis Period (min) 15	

25: Cedarhurst Ave & Central Ave Timings

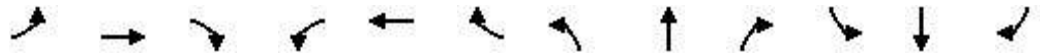
Build 2022
Sunday MIDDAY

Splits and Phases: 25: Cedarhurst Ave & Central Ave



27: Prospect Ave & Central Ave Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	108	223	13	5	216	47	20	62	3	34	58	86
Future Volume (vph)	108	223	13	5	216	47	20	62	3	34	58	86
Satd. Flow (prot)	0	1844	0	0	1834	0	0	1851	0	0	1741	0
Flt Permitted		0.801			0.993			0.885			0.917	
Satd. Flow (perm)	0	1499	0	0	1823	0	0	1658	0	0	1613	0
Satd. Flow (RTOR)					20							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	370	0	0	288	0	0	92	0	0	191	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	20.0	20.0		20.0	20.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	28.0	28.0		28.0	28.0		29.0	29.0		29.0	29.0	
Total Split (s)	38.0	38.0		38.0	38.0		32.0	32.0		32.0	32.0	
Total Split (%)	54.3%	54.3%		54.3%	54.3%		45.7%	45.7%		45.7%	45.7%	
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		6.0			6.0			6.0			6.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Act Effct Green (s)		22.6			22.6			12.1			12.1	
Actuated g/C Ratio		0.48			0.48			0.26			0.26	
v/c Ratio		0.51			0.32			0.21			0.46	
Control Delay		12.2			8.8			14.1			17.9	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		12.2			8.8			14.1			17.9	
LOS		B			A			B			B	
Approach Delay		12.2			8.8			14.1			17.9	
Approach LOS		B			A			B			B	
Queue Length 50th (ft)		58			37			18			39	
Queue Length 95th (ft)		145			94			47			89	
Internal Link Dist (ft)		326			1896			388			1162	
Turn Bay Length (ft)												
Base Capacity (vph)		1034			1264			929			904	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.36			0.23			0.10			0.21	

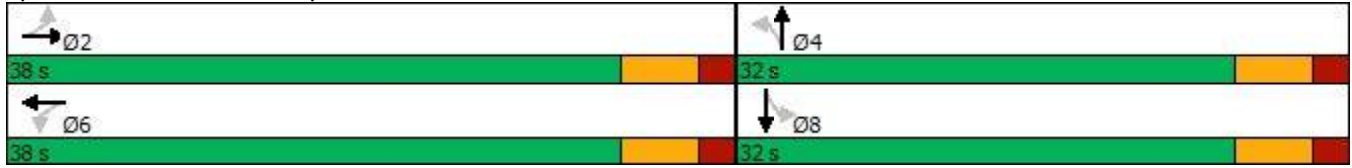
Intersection Summary

Cycle Length: 70	
Actuated Cycle Length: 46.8	
Natural Cycle: 60	
Control Type: Semi Act-Uncoord	
Maximum v/c Ratio: 0.51	
Intersection Signal Delay: 12.5	Intersection LOS: B
Intersection Capacity Utilization 63.0%	ICU Level of Service B
Analysis Period (min) 15	

27: Prospect Ave & Central Ave Timings

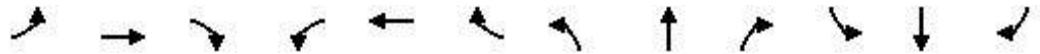
Build 2022
Sunday MIDDAY

Splits and Phases: 27: Prospect Ave & Central Ave



28: Woodmere Blvd & Central Ave Timings

Build 2022
Sunday Midday



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	51	155	41	11	117	34	33	201	13	25	195	71
Future Volume (vph)	51	155	41	11	117	34	33	201	13	25	195	71
Satd. Flow (prot)	0	2064	0	0	2087	0	0	1979	0	0	2013	0
Flt Permitted		0.915			0.977			0.933			0.952	
Satd. Flow (perm)	0	1908	0	0	2045	0	0	1859	0	0	1924	0
Satd. Flow (RTOR)		24			32							
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	1%	1%	1%	0%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	255	0	0	167	0	0	254	0	0	300	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	15.0	15.0		15.0	15.0		10.0	10.0		10.0	10.0	
Minimum Split (s)	23.0	23.0		23.0	23.0		23.0	23.0		23.0	23.0	
Total Split (s)	25.0	25.0		25.0	25.0		25.0	25.0		25.0	25.0	
Total Split (%)	50.0%	50.0%		50.0%	50.0%		50.0%	50.0%		50.0%	50.0%	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	1.5	1.5		1.5	1.5		1.5	1.5		1.5	1.5	
Lost Time Adjust (s)		0.0			0.0			0.0			0.0	
Total Lost Time (s)		5.0			5.0			5.0			5.0	
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	Max	Max		Max	Max		None	None		None	None	
Act Effct Green (s)		20.1			20.1			12.1			12.1	
Actuated g/C Ratio		0.48			0.48			0.29			0.29	
v/c Ratio		0.28			0.17			0.48			0.54	
Control Delay		7.7			6.4			15.6			16.7	
Queue Delay		0.0			0.0			0.0			0.0	
Total Delay		7.7			6.4			15.6			16.7	
LOS		A			A			B			B	
Approach Delay		7.7			6.4			15.6			16.7	
Approach LOS		A			A			B			B	
Queue Length 50th (ft)		28			16			49			59	
Queue Length 95th (ft)		75			47			95			111	
Internal Link Dist (ft)		632			586			590			1321	
Turn Bay Length (ft)												
Base Capacity (vph)		920			989			883			913	
Starvation Cap Reductn		0			0			0			0	
Spillback Cap Reductn		0			0			0			0	
Storage Cap Reductn		0			0			0			0	
Reduced v/c Ratio		0.28			0.17			0.29			0.33	

Intersection Summary

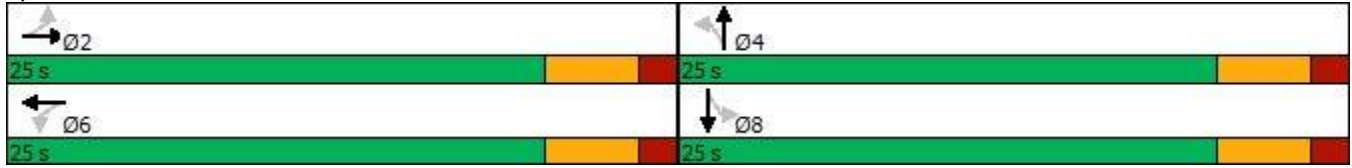
Cycle Length: 50
 Actuated Cycle Length: 42.2
 Natural Cycle: 50
 Control Type: Actuated-Uncoordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 12.3
 Intersection Capacity Utilization 55.8%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service B

28: Woodmere Blvd & Central Ave Timings

Build 2022
Sunday MIDDAY

Splits and Phases: 28: Woodmere Blvd & Central Ave



6: New Prospect Ave/Prospect Ave & Broadway HCM Unsignalized Intersection Capacity Analysis

Build 2022
Sunday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	719	46	41	534	13	18	21	35	26	0	56
Future Volume (Veh/h)	38	719	46	41	534	13	18	21	35	26	0	56
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	39	741	47	42	551	13	19	22	36	27	0	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)		423			1143							
pX, platoon unblocked	0.96			0.81			0.83	0.83	0.81	0.83	0.83	0.96
vC, conflicting volume	564			788			1542	1490	764	1531	1508	558
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	521			616			1432	1370	587	1419	1390	515
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			76	80	91	61	100	89
cM capacity (veh/h)	1004			780			78	111	414	69	107	538
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total	827	606	77	85								
Volume Left	39	42	19	27								
Volume Right	47	13	36	58								
cSH	1004	780	145	170								
Volume to Capacity	0.04	0.05	0.53	0.50								
Queue Length 95th (ft)	3	4	65	61								
Control Delay (s)	1.0	1.4	54.7	45.9								
Lane LOS	A	A	F	E								
Approach Delay (s)	1.0	1.4	54.7	45.9								
Approach LOS			F	E								
Intersection Summary												
Average Delay			6.2									
Intersection Capacity Utilization			65.0%		ICU Level of Service					C		
Analysis Period (min)			15									

16: Grove Ave & W Broadway
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 Sunday Midday



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔		
Traffic Volume (veh/h)	603	91	76	646	0	0
Future Volume (Veh/h)	603	91	76	646	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	655	99	83	702	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)				446		
pX, platoon unblocked				0.75		
vC, conflicting volume	754			1572 704		
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	754			1596 704		
tC, single (s)	4.1			6.4 6.2		
tC, 2 stage (s)						
tF (s)	2.2			3.5 3.3		
p0 queue free %	90			100 100		
cM capacity (veh/h)	861			80 440		
Direction, Lane #	EB 1	WB 1				
Volume Total	754	785				
Volume Left	0	83				
Volume Right	99	0				
cSH	1700	861				
Volume to Capacity	0.44	0.10				
Queue Length 95th (ft)	0	8				
Control Delay (s)	0.0	2.4				
Lane LOS		A				
Approach Delay (s)	0.0	2.4				
Approach LOS						
Intersection Summary						
Average Delay	1.2					
Intersection Capacity Utilization	82.1%			ICU Level of Service	E	
Analysis Period (min)	15					

19: W Broadway Ext & W Broadway

HCM Unsignalized Intersection Capacity Analysis

Build 2022
Sunday MIDDAY



Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑		↗
Traffic Volume (veh/h)	506	0	0	606	0	151
Future Volume (Veh/h)	506	0	0	606	0	151
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Hourly flow rate (vph)	527	0	0	631	0	157
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage (veh)						
Upstream signal (ft)	372			1242		
pX, platoon unblocked					0.80	
vC, conflicting volume			527	1158		264
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			527	1073		264
tC, single (s)			4.1	6.8		6.9
tC, 2 stage (s)						
tF (s)			2.2	3.5		3.3
p0 queue free %			100	100		79
cM capacity (veh/h)			1043	175		741
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	264	264	631	157		
Volume Left	0	0	0	0		
Volume Right	0	0	0	157		
cSH	1700	1700	1700	741		
Volume to Capacity	0.15	0.15	0.37	0.21		
Queue Length 95th (ft)	0	0	0	20		
Control Delay (s)	0.0	0.0	0.0	11.2		
Lane LOS				B		
Approach Delay (s)	0.0		0.0	11.2		
Approach LOS				B		
Intersection Summary						
Average Delay			1.3			
Intersection Capacity Utilization			35.2%	ICU Level of Service		A
Analysis Period (min)			15			

21: Rockaway Tpke & W Broadway Ext
 HCM Unsignalized Intersection Capacity Analysis

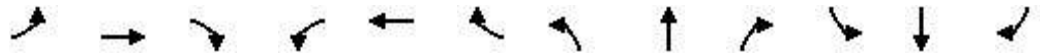
Build 2022
 Sunday Midday



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑↑			↑
Traffic Volume (veh/h)	0	0	540	140	11	695
Future Volume (Veh/h)	0	0	540	140	11	695
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	0	0	581	151	12	747
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage (veh)						
Upstream signal (ft)						162
pX, platoon unblocked	0.79					
vC, conflicting volume	1428	366			732	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1408	366			732	
tC, single (s)	6.8	6.9			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			99	
cM capacity (veh/h)	103	637			875	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	387	345	759			
Volume Left	0	0	12			
Volume Right	0	151	0			
cSH	1700	1700	875			
Volume to Capacity	0.23	0.20	0.01			
Queue Length 95th (ft)	0	0	1			
Control Delay (s)	0.0	0.0	0.4			
Lane LOS			A			
Approach Delay (s)	0.0		0.4			
Approach LOS						
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			48.7%	ICU Level of Service		A
Analysis Period (min)			15			

26: Grove Ave & Central Ave
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	0	294	34	17	273	0	0	0	0	50	71	53
Future Volume (vph)	0	294	34	17	273	0	0	0	0	50	71	53
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	330	38	19	307	0	0	0	0	56	80	60
Direction, Lane #	EB 1	WB 1	SB 1									
Volume Total (vph)	368	326	196									
Volume Left (vph)	0	19	56									
Volume Right (vph)	38	0	60									
Hadj (s)	-0.04	0.03	-0.13									
Departure Headway (s)	4.8	5.0	5.4									
Degree Utilization, x	0.50	0.45	0.30									
Capacity (veh/h)	709	693	595									
Control Delay (s)	12.5	12.0	10.7									
Approach Delay (s)	12.5	12.0	10.7									
Approach LOS	B	B	B									
Intersection Summary												
Delay			11.9									
Level of Service			B									
Intersection Capacity Utilization			44.7%	ICU Level of Service			A					
Analysis Period (min)			15									

29: Meadow Dr & C Road Ext/Porter PI
 HCM Unsignalized Intersection Capacity Analysis

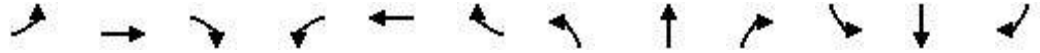
Build 2022
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	32	0	0	1	0	3	0	35	0	0	65	37
Future Volume (vph)	32	0	0	1	0	3	0	35	0	0	65	37
Peak Hour Factor	0.92	0.92	0.92	0.84	0.92	0.84	0.92	0.84	0.84	0.84	0.84	0.92
Hourly flow rate (vph)	35	0	0	1	0	4	0	42	0	0	77	40
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	35	5	42	117								
Volume Left (vph)	35	1	0	0								
Volume Right (vph)	0	4	0	40								
Hadj (s)	0.23	-0.44	0.03	-0.19								
Departure Headway (s)	4.5	3.8	4.1	3.8								
Degree Utilization, x	0.04	0.01	0.05	0.12								
Capacity (veh/h)	775	896	847	922								
Control Delay (s)	7.7	6.8	7.3	7.4								
Approach Delay (s)	7.7	6.8	7.3	7.4								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.4									
Level of Service			A									
Intersection Capacity Utilization			17.9%	ICU Level of Service	A							
Analysis Period (min)			15									

30: Ivy Hill Rd/Meadow Dr & Railroad Ave/Keene Ln
 HCM Unsignalized Intersection Capacity Analysis

Build 2022
 Sunday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	9	0	0	0	0	0	25	11	8	10	0	16
Future Volume (vph)	9	0	0	0	0	0	25	11	8	10	0	16
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	10	0	0	0	0	0	28	12	9	11	0	18
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	10	0	49	29								
Volume Left (vph)	10	0	28	11								
Volume Right (vph)	0	0	9	18								
Hadj (s)	0.34	0.00	0.02	-0.28								
Departure Headway (s)	4.4	4.1	4.0	3.7								
Degree Utilization, x	0.01	0.00	0.05	0.03								
Capacity (veh/h)	800	875	891	965								
Control Delay (s)	7.4	7.1	7.2	6.8								
Approach Delay (s)	7.4	0.0	7.2	6.8								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.1									
Level of Service			A									
Intersection Capacity Utilization			13.8%	ICU Level of Service	A							
Analysis Period (min)			15									

6: New Prospect Ave/Prospect Ave & Broadway HCM Unsignalized Intersection Capacity Analysis

Build with Mitigation 2022
AM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	719	17	15	739	23	24	27	46	30	0	51
Future Volume (Veh/h)	55	719	17	15	739	23	24	27	46	30	0	51
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	59	773	18	16	795	25	26	29	49	32	0	55
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL		TWLTL									
Median storage (veh)	2		2									
Upstream signal (ft)	423		1137									
pX, platoon unblocked	0.79			0.74			0.85	0.85	0.74	0.85	0.85	0.79
vC, conflicting volume	820			791			1782	1752	782	1794	1748	808
vC1, stage 1 conf vol							900	900		840	840	
vC2, stage 2 conf vol							882	852		954	909	
vCu, unblocked vol	639			546			1275	1239	534	1289	1235	623
tC, single (s)	4.2			4.2			7.1	6.5	6.2	7.2	6.6	6.3
tC, 2 stage (s)							6.1	5.5		6.2	5.6	
tF (s)	2.3			2.3			3.5	4.0	3.3	3.6	4.1	3.4
p0 queue free %	92			98			86	88	88	81	100	85
cM capacity (veh/h)	728			728			190	236	406	173	235	367
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	59	791	16	820	104	87						
Volume Left	59	0	16	0	26	32						
Volume Right	0	18	0	25	49	55						
cSH	728	1700	728	1700	273	260						
Volume to Capacity	0.08	0.47	0.02	0.48	0.38	0.33						
Queue Length 95th (ft)	7	0	2	0	43	35						
Control Delay (s)	10.4	0.0	10.1	0.0	26.0	25.7						
Lane LOS	B		B		D	D						
Approach Delay (s)	0.7		0.2		26.0	25.7						
Approach LOS					D	D						
Intersection Summary												
Average Delay			3.0									
Intersection Capacity Utilization			60.0%		ICU Level of Service						B	
Analysis Period (min)			15									

6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

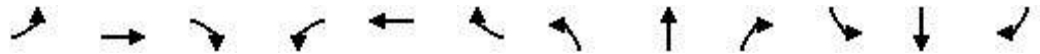
Build with Mitigation 2022
 PM Peak



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	73	779	57	52	731	23	16	18	30	13	0	51
Future Volume (Veh/h)	73	779	57	52	731	23	16	18	30	13	0	51
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	75	803	59	54	754	24	16	19	31	13	0	53
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL		TWLTL									
Median storage (veh)	2		2									
Upstream signal (ft)	423		1136									
pX, platoon unblocked	0.87			0.72			0.79	0.79	0.72	0.79	0.79	0.87
vC, conflicting volume	778			862			1898	1868	832	1868	1886	766
vC1, stage 1 conf vol							982	982		874	874	
vC2, stage 2 conf vol							915	886		994	1012	
vCu, unblocked vol	666			617			1622	1585	576	1584	1607	652
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	91			92			89	90	92	91	100	87
cM capacity (veh/h)	795			689			151	190	376	143	176	405
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	75	862	54	778	66	66						
Volume Left	75	0	54	0	16	13						
Volume Right	0	59	0	24	31	53						
cSH	795	1700	689	1700	229	297						
Volume to Capacity	0.09	0.51	0.08	0.46	0.29	0.22						
Queue Length 95th (ft)	8	0	6	0	29	21						
Control Delay (s)	10.0	0.0	10.7	0.0	26.9	20.5						
Lane LOS	A		B		D	C						
Approach Delay (s)	0.8		0.7		26.9	20.5						
Approach LOS					D	C						
Intersection Summary												
Average Delay			2.3									
Intersection Capacity Utilization			63.1%		ICU Level of Service				B			
Analysis Period (min)			15									

6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

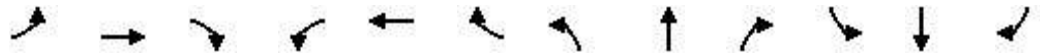
Build with Mitigation 2022
 Saturday MIDDAY



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	13	385	23	21	283	12	9	10	18	20	0	10
Future Volume (Veh/h)	13	385	23	21	283	12	9	10	18	20	0	10
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Hourly flow rate (vph)	14	414	25	23	304	13	10	11	19	22	0	11
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL		TWLTL									
Median storage (veh)	2		2									
Upstream signal (ft)	423		1138									
pX, platoon unblocked			0.95				0.95	0.95	0.95	0.95	0.95	
vC, conflicting volume	317			439			816	818	426	823	824	310
vC1, stage 1 conf vol							454	454			356	356
vC2, stage 2 conf vol							361	363			466	467
vCu, unblocked vol	317			387			782	784	374	790	790	310
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5			6.1	5.5
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			98			98	98	97	95	100	98
cM capacity (veh/h)	1243			1122			489	478	645	462	466	730
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	14	439	23	317	40	33						
Volume Left	14	0	23	0	10	22						
Volume Right	0	25	0	13	19	11						
cSH	1243	1700	1122	1700	549	526						
Volume to Capacity	0.01	0.26	0.02	0.19	0.07	0.06						
Queue Length 95th (ft)	1	0	2	0	6	5						
Control Delay (s)	7.9	0.0	8.3	0.0	12.1	12.3						
Lane LOS	A		A		B	B						
Approach Delay (s)	0.2		0.6		12.1	12.3						
Approach LOS					B	B						
Intersection Summary												
Average Delay			1.4									
Intersection Capacity Utilization			32.3%		ICU Level of Service				A			
Analysis Period (min)			15									

6: New Prospect Ave/Prospect Ave & Broadway
 HCM Unsignalized Intersection Capacity Analysis

Build with Mitigation 2022
 Sunday Midday



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	38	719	46	41	534	13	18	21	35	26	0	56
Future Volume (Veh/h)	38	719	46	41	534	13	18	21	35	26	0	56
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Hourly flow rate (vph)	39	741	47	42	551	13	19	22	36	27	0	58
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	TWLTL		TWLTL									
Median storage (veh)	2		2									
Upstream signal (ft)	423		1138									
pX, platoon unblocked	0.98			0.81			0.82	0.82	0.81	0.82	0.82	0.98
vC, conflicting volume	564			788			1536	1490	764	1508	1508	558
vC1, stage 1 conf vol							842	842		642	642	
vC2, stage 2 conf vol							693	648		866	866	
vCu, unblocked vol	546			626			1491	1437	597	1457	1457	539
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)							6.1	5.5		6.1	5.5	
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	96			95			92	92	91	87	100	89
cM capacity (veh/h)	1009			782			241	276	413	213	256	534
Direction, Lane #	EB 1	EB 2	WB 1	WB 2	NB 1	SB 1						
Volume Total	39	788	42	564	77	85						
Volume Left	39	0	42	0	19	27						
Volume Right	0	47	0	13	36	58						
cSH	1009	1700	782	1700	314	361						
Volume to Capacity	0.04	0.46	0.05	0.33	0.25	0.24						
Queue Length 95th (ft)	3	0	4	0	24	22						
Control Delay (s)	8.7	0.0	9.9	0.0	20.2	18.0						
Lane LOS	A		A		C	C						
Approach Delay (s)	0.4		0.7		20.2	18.0						
Approach LOS					C	C						
Intersection Summary												
Average Delay			2.4									
Intersection Capacity Utilization			54.5%		ICU Level of Service				A			
Analysis Period (min)			15									



Appendix D

Description

Trip Distribution and Assignment

JOURNEY TO WORK - NYS PLACES DETAIL REPORT

BY ORIGIN/DESTINATION, TRAVEL TIME, # WORKERS AND MODE

<i>RESIDENCE</i>	<i>WORKPLACE</i>	<i>AVERAGE</i>	<i>WORKERS</i>	<i>AUTO:</i>		<i>TRANSIT:</i>		<i>WALKING:</i>		<i>OTHER:</i>	
		<i>TRAVEL</i>		<i>WORKERS</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>
		<i>TIME (min)</i>	<i>TOTAL</i>								
<i>Woodmere CDP</i>											
	New York city (pt.) Bronx NY	62	45	44	98%	0	0%	0	0%	0	0%
	New York city (pt.) Kings NY	45	1,015	999	98%	20	2%	0	0%	0	0%
	Hempstead village NY	17	55	55	100%	0	0%	0	0%	0	0%
	Valley Stream village NY	10	160	164	103%	0	0%	0	0%	0	0%
	Rockville Centre village NY	17	70	70	100%	0	0%	0	0%	0	0%
	Oceanside CDP NY	20	75	70	93%	4	5%	0	0%	0	0%
	North Valley Stream CDP NY	15	40	40	100%	0	0%	0	0%	0	0%
	Lynbrook village NY	19	65	64	98%	0	0%	0	0%	0	0%
	Lawrence village NY	10	175	175	100%	0	0%	0	0%	0	0%
	Hewlett CDP NY	12	200	189	95%	4	2%	0	0%	10	5%
	Remainder of Hempstead town NY	29	100	90	90%	8	8%	0	0%	0	0%
	Garden City village (pt.) NY	27	75	75	100%	0	0%	0	0%	0	0%
	Freeport village NY	29	90	85	94%	10	11%	0	0%	0	0%
	Floral Park village (pt.) NY	35	40	40	100%	0	0%	0	0%	0	0%
	East Meadow CDP NY	27	30	30	100%	0	0%	0	0%	0	0%
	Cedarhurst village NY	11	265	264	100%	0	0%	0	0%	0	0%
	Glen Cove city NY	67	25	25	100%	0	0%	0	0%	0	0%
	Inwood CDP NY	10	95	100	105%	0	0%	0	0%	0	0%
	Westbury village NY	39	40	40	100%	0	0%	0	0%	0	0%
	Woodbury CDP NY	43	20	20	100%	0	0%	0	0%	0	0%
	Plainview CDP NY	29	35	35	100%	0	0%	0	0%	0	0%
	Wantagh CDP NY	27	35	35	100%	0	0%	0	0%	0	0%
	Remainder of North Hempstead town NY	35	45	20	44%	10	22%	15	33%	0	0%
	Woodmere CDP NY	16	825	228	28%	4	0%	80	10%	4	0%
	Port Washington CDP NY	23	25	25	100%	0	0%	0	0%	0	0%
	North New Hyde Park CDP NY	25	40	40	100%	0	0%	0	0%	0	0%
	Munsey Park village NY	57	20	4	20%	15	75%	0	0%	0	0%
	Mineola village NY	27	20	20	100%	0	0%	0	0%	0	0%
	Manhasset CDP NY	47	25	25	100%	0	0%	0	0%	0	0%
		30	35	34	97%	0	0%	0	0%	0	0%
	Hicksville CDP NY	24	35	35	100%	0	0%	4	11%	0	0%
	New York city (pt.) New York NY	66	1,570	479	31%	1,080	69%	4	0%	0	0%
	New York city (pt.) Queens NY	30	1,145	1,114	97%	30	3%	0	0%	4	0%

<i>RESIDENCE</i>	<i>WORKPLACE</i>	<i>AVERAGE TRAVEL TIME (min)</i>	<i>WORKERS TOTAL</i>	<i>AUTO: WORKERS</i>		<i>TRANSIT: WORKERS</i>		<i>WALKING: WORKERS</i>		<i>OTHER: WORKERS</i>	
				<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>	<i>#</i>	<i>%</i>
	New York city (pt.) Richmond NY	54	20	10	50%	15	75%	0	0%	0	0%
	Melville CDP NY	48	30	20	67%	10	33%	0	0%	0	0%
	East Farmingdale CDP NY	43	20	20	100%	0	0%	0	0%	0	0%
	East Patchogue CDP NY	11	15	15	100%	0	0%	0	0%	0	0%
<i>Summary for 'RESIDENCE' = Woodmere CDP (37 detail records)</i>											
Place Sum			6,620	4,798		1,210		103		18	

NOTE: Data on origin and destination refer to the residence location and the location at which workers carried out their work activities during the week prior to the Census survey

26046.01 - Woodmere Club - Woodmere as a Place of Residence

Using JTW 2000

Summary

Total that Journey from Woodmere for work	(Residence: Woodmere)	6,499	
All points to which vehicle may initially take Broadway WB to Nassau Exwy NB as it leaves the site		2,646	41%
All points to which vehicle may initially take Broadway WB to Nassau Exwy SB as it leaves the site		275	4%
All points to which vehicle may access Broadway EB to Peninsula Boulevard EB		1,057	16%
All points to which vehicle may access Broadway EB (Local)		1,046	16%
All points to which vehicle may access Broadway WB (Local)		264	4%
All points to which vehicle may access LIRR (Cedarhurst/Woodmere/Hewlett)		1,211	19%
		6,499	100.00%

JTW - Woodmere as Residence - Data

To Direction	Route	Work Area	No Of Workers using Auto	% of Workers using Auto					
All points to which Vehicles may initially use Broadway WB to Nassau Exwy NB	Broadway WB to Nassau Expressway (NB)/Belt Parkway	New York City (pt.) Richmond, NY	10	50%					
		New York City (pt.) Bronx, NY	44	98%					
		New York City (pt.) Kings, NY	999	98%					
		New York city (pt.) New York NY	479	31%					
		New York city (pt.) Queens NY	1,114	97%	2,646	41%	6,499		
All points to which Vehicles may initially use Broadway WB to Nassau Exwy SB as they leave the site	Broadway WB to Nassau Expressway (SB)	Lawrence Village NY	175	87%					
		Inwood CDP NY	100	72%	275	4%	6,499		
All points to which vehicle may access Broadway EB to Peninsula Boulevard EB	Peninsula Boulevard to Sunrise Highway (NYS 27)	Rockville Centre village NY	70	100%					
		Lynbrook village NY	64	98%					
		Valley Stream village NY	164	103%					
		North Valley Stream CDP NY	40	93%					
		Freeport village NY	85	95%	423	7%	6,499		
		Peninsula Boulevard to Southern State Parkway (EB)	Remainder of Hempstead Town NY	Hempstead village NY	55	100%			
				Garden City village NY	75	100%			
				Floral Park village (pt.) NY	40	100%			
				East Meadow CDP NY	30	100%			
				Westbury village NY	25	100%			
				Woodbury CDP NY	40	100%			
				Plainview CDP NY	20	100%			
				Wantagh CDP NY	35	100%			
				Port Washington CDP NY	25	100%			
				North New Hyde Park NY	40	100%			
Munsey Park village NY	4			20%					
Mineola village NY	20			100%					
Manhasset CDP NY	25			100%					
Hicksville CDP NY	35			100%					
Melville CDP NY	20			67%					
East Farmingdale CDP NY	20	100%							
East Patchogue CDP NY	15	100%	634	10%	6,499				
All points to which vehicle may access Broadway EB to Local Area	Woodmere CDP NY	Oceanside CDP NY	70	93%					
		Hewlett CDP NY	189	95%					
		Woodmere CDP NY	787	89%	1,046	16%	6,499		
All points to which vehicle may access Broadway WB to Local Area	Cedarhurst village NY		264	100%	264	4%	6,499		
All points to which vehicle may access LIRR (Cedarhurst/Woodmere/Hewlett Stations)	Remainder of Hempstead Town NY	New York city (pt.) Kings NY	20	2%					
		Oceanside CDP NY	4	5%					
		Hewlett CDP NY	4	2%					
		Freeport village NY	10	11%					
		Woodmere CDP NY	4	0%					
		Munsey Park village NY	16	75%					
		New York city (pt.) New York NY	1,080	69%					
		New York city (pt.) Queens NY	30	3%					
		New York City (pt.) Richmond, NY	15	75%					
		Melville CDP NY	10	33%	1,211	19%	6,499		

Total that Journey from Woodmere for work

6,499

100%



Appendix E

Description

Accident Data

NYS DOT QRA ACCIDENT VERBAL DESCRIPTION

Print Date 6/6/2019 Print Time 11:17:30AM

<u>Query Number/Name</u>	<u>Query Type</u>	<u>Query SubType</u>	<u>Accident Date Range</u>
4663616101	AttributeQuery	None	1/1/2016 12:00:00AM To 12/31/2018 12:00:00AM

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36034031	03-January-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	ENTERING PARKED POSITION	0	47	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 4	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36036095	<u>Accident Date</u> 05-January-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 57	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 34	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36036096	<u>Accident Date</u> 05-January-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36036104	04-January-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	0	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	48	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36038786	06-January-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	UNKNOWN				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36039291	06-January-2016	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	3902	28	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	STARTING IN TRAFFIC	4968	36	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	FL	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNKNOWN
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36041121	02-January-2016	NASSAU	Hempstead Town	IVES RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3275	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36041962	08-January-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ANIMAL'S ACTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36042796	09-January-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5236	21	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3349	61	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
--	------------------------

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36046374	11-January-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36046375	11-January-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 25	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36046713	<u>Accident Date</u> 05-January-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 33	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36048079	12-January-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4605	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	5333	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36048200	10-January-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	FOG/SMOG/SMOKE	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	2	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-WEST	MAKING LEFT TURN	5750	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36050158	11-January-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	4463	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4948	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36052363	03-January-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	GOING STRAIGHT AHEAD	3230	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 4	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 4358	<u>Drivers Age</u> 39	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36053302	<u>Accident Date</u> 15-January-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> LOCUST AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> UNKNOWN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> U
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> UNKNOWN				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36056212	<u>Accident Date</u> 18-January-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (WITH OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 68	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OT	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36057262	19-January-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4414	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	0	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36061106	21-January-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36061128	20-January-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	27	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	STEERING FAILURE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3539	81	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36065879	25-January-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	ENTERING PARKED POSITION	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36066294	12-January-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STOPPED IN TRAFFIC	3316	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u> 3	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> UNKNOWN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> F
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u> 36069448	<u>Accident Date</u> 27-January-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> OTHER NON-COLLISION	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> OTHER	<u>Registered Weight</u> 4432	<u>Drivers Age</u> 82	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 DRIVER INATTENTION
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36069459	27-January-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	77	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36072443	28-January-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	2952	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	4237	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36072488	28-January-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	40	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	GOING STRAIGHT AHEAD	0	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36073097	29-January-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36073125	29-January-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	4866	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36074561	31-January-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	BACKING	3179	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	3532	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36075099	30-January-2016	NASSAU	Cedarhurst Village	MAPLE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	BACKING	0	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36078129	01-February-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36079309	02-February-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36079312	02-February-2016	NASSAU	Lawrence Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	STOPPED IN TRAFFIC	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36079425	01-February-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	25	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36082771	04-February-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36083047	05-February-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	21	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36083504	01-February-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH SNOW EMBANKMENT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	ENTERING PARKED POSITION	4237	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	WEST	PARKED	7200	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36084112	06-February-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH CURBING	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36084898	07-February-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	YIELD SIGN	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3166	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	FAILURE TO YIELD RIGHT OF WAY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN	NJ	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36085768	22-January-2016	NASSAU	Hempstead Town	MILL RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	PARKED	3089	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	UNKNOWN	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36088181	06-February-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	49	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36088213	08-January-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	38	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36088599	09-February-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	BACKING	0	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36089992	10-February-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4401	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4191	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36090721	09-February-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3102	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 0	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TRAFFIC CONTROL DEVICES DISREGARDED				
	2	NOT APPLICABLE				

<u>Case Number</u> 36094581	<u>Accident Date</u> 12-February-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> PED/BICYCLIST NOT AT INTERSECTION	<u>Action of Ped/Bike</u> NOT IN ROADWAY	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH PEDESTRIAN	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> BACKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 67	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> BACKING UNSAFELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	57	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36096147	15-February-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	SLOWED OR STOPPING	0	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TIRE FAILURE/INADEQUATE
 2 PAVEMENT SLIPPERY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36102202	18-February-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	SLOWED OR STOPPING	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	SLOWED OR STOPPING	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36107314	23-February-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	RR CROSSING FLASH LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3186	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36107348	22-February-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	ENTERING PARKED POSITION	0	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36108743	24-February-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4790	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	3208	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	4775	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36108746	24-February-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4477	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 TURNING IMPROPER
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	5648	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36111663	28-February-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	MAKING LEFT TURN	0	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING LEFT TURN	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36111676	25-February-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	0	69	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE LANE CHANGE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	68	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36114570	28-February-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3096	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3230	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36114880	25-February-2016	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3254	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3151	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36118781	01-March-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	4651	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4468	41	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
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1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36119588	03-March-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	2994	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	GLARE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	78	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36120453	15-February-2016	NASSAU	Cedarhurst Village	PROSPECT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	SLEET/HAIL/FREEZING RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3362	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	STOPPED IN TRAFFIC	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	SLOWED OR STOPPING	3685	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PAVEMENT SLIPPERY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36125257	05-March-2016	NASSAU	Hempstead Town	MILL RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	5370	51	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	BACKING	2548	64	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36126769	07-March-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	STARTING IN TRAFFIC	0	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36128419	08-March-2016	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3075	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	OUTSIDE CAR DISTRACTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	3546	49	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36128424	08-March-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	0	89	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36128428	08-March-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	2700	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3695	<u>Drivers Age</u> 60	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36129796	<u>Accident Date</u> 09-March-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 3	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 32	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> OT	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	62	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	0	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36131115	10-March-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	ENTERING PARKED POSITION	0	18	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NJ	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INEXPERIENCE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	PARKED	3630	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36131506	11-March-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	SLOWED OR STOPPING	3219	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	2701	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH-EAST	STOPPED IN TRAFFIC	4087	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36131681	11-March-2016	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	3205	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2943	29	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36132132	12-March-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	RR CROSSING SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	SLOWED OR STOPPING	0	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	UNSAFE SPEED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36132157	13-March-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	SLOWED OR STOPPING	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	SLOWED OR STOPPING	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36134391	03-March-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36136067	14-March-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36136103	14-March-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4237	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36137009	15-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	MAINTENANCE WORK AREA	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3349	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36137011	15-March-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	MAKING LEFT TURN	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36138850	17-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3100	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2990	52	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36138871	17-March-2016	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	69	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36139503	18-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36139778	18-March-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	NORTH	BACKING	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36139786	18-March-2016	NASSAU	Hempstead Town	HARTWELL PL	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	62	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	17	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36139793	18-March-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	GLARE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36139796	18-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	0	76	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36139797	18-March-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	3413	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	88	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PEDESTRIAN'S ERROR/CONFUSION
 2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36140268	17-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	PARKED	3227	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2742	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36142873	21-March-2016	NASSAU	Lawrence Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	0	80	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 44	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36143989	<u>Accident Date</u> 22-March-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> PED/BICYCLIST NOT AT INTERSECTION	<u>Action of Ped/Bike</u> CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH PEDESTRIAN	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 64	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PEDESTRIAN'S ERROR/CONFUSION					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36144010	21-March-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	32	EAST	MAKING LEFT TURN	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 REACTION TO OTHER UNINVOLVED VEHICL
 2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	2722	82	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36144452	22-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-EAST	BACKING	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	BACKING UNSAFELY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH-WEST	BACKING	0	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	BACKING UNSAFELY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36144870	10-March-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4237	62	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	CHANGING LANES	0	62	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36145545	22-March-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36145546	22-March-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	SLOWED OR STOPPING	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36147612	23-March-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	EAST	GOING STRAIGHT AHEAD	4475	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4245	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36148342	25-March-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	CHANGING LANES	4249	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3830	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36148570	27-March-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	GOING STRAIGHT AHEAD	3774	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36151732	10-February-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	UNKNOWN	2425	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36152954	29-March-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	PARKED	4377	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36152960	29-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING LEFT TURN	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36152991	28-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36152993	29-March-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	STOPPED IN TRAFFIC	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36154008	29-March-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 61	<u>Sex</u> M
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u> 36156733	<u>Accident Date</u> 01-April-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> STARTING FROM PARKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 39	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PAVEMENT SLIPPERY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36157820	30-March-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	4176	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	3316	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36157827	04-April-2016	NASSAU	Cedarhurst Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	4181	60	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAFFIC CONTROL DEVICES DISREGARDED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	67500	32	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
--	------------------------

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36160079	05-April-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36160080	05-April-2016	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36160099	04-April-2016	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	32900	65	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	4014	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36162009	06-April-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	24	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36163705	07-April-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	GOING STRAIGHT AHEAD	4428	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PEDESTRIAN'S ERROR/CONFUSION				
2	CELL PHONE (HAND HELD)				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36163721	07-April-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	31	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	74	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36164969	08-April-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	80000	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36164987	08-April-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3758	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36165672	08-February-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STOPPED IN TRAFFIC	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	0	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36167912	11-April-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	WEST	STARTING FROM PARKING	0	15	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	DRIVER INEXPERIENCE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3754	<u>Drivers Age</u> 53	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36167916	<u>Accident Date</u> 07-April-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 49	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36167924	12-April-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MAKING LEFT TURN	2540	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36168659	12-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	2957	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4550	32	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36168667	12-April-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH TREE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	AVOIDING OBJECT IN ROADWAY	3349	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36170395	13-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 34	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36170647	<u>Accident Date</u> 13-April-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 65	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NC	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	4438	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172476	14-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3424	67	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	4022	32	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172489	14-April-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	SLOWED OR STOPPING	2791	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	SLOWED OR STOPPING	3310	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172501	14-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	ENTERING PARKED POSITION	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	GLARE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172503	15-April-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3349	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172848	15-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	BACKING	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

BACKING UNSAFELY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172867	15-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36172871	15-April-2016	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 59	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36172872	<u>Accident Date</u> 15-April-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 66	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36174202	18-April-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36174635	16-April-2016	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	59	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36174636	16-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	BACKING	0	87	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36174840	06-April-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	SLOWED OR STOPPING	3115	88	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	UN	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36175059	11-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36175105	19-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	4638	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH-WEST	MAKING RIGHT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36178731	16-April-2016	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING U TURN	2463	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	6	EAST	GOING STRAIGHT AHEAD	4362	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36178732	16-April-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4120	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3627	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36178733	16-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36179499	20-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	16	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36179500	20-April-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	94	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36179502	20-April-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	MAKING RIGHT TURN	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	FAILURE TO KEEP RIGHT				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	GOING STRAIGHT AHEAD	0	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36180399	22-April-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	4743	59	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2752	24	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36180411	21-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	ENTERING PARKED POSITION	2722	95	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	PARKED	3456	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36180412	21-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	OVERTAKING	4877	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36180415	21-April-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	2698	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	3047	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36185627	26-April-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36188105	27-April-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3166	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3254	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36189553	30-April-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	SLOWED OR STOPPING	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36190934	22-April-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	46	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36191885	21-April-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH-WEST	MAKING RIGHT TURN	58000	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
TRUCK	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	VIEW OBSTRUCTED/LIMITED				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-WEST	MAKING RIGHT TURN	3685	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36193619	03-May-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36195683	05-May-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	3175	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36196029	03-May-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	ENTERING PARKED POSITION	3027	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	3709	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36196037	26-April-2016	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	3513	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	STOPPED IN TRAFFIC	3236	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36196143	06-May-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3164	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	UNKNOWN					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	3337	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	GOING STRAIGHT AHEAD	3426	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY		N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36196153	03-May-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	4438	17	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE SPEED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	3209	57	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36198326	30-April-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	3499	78	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	3096	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36201350	10-May-2016	NASSAU	Cedarhurst Village	MOTT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36201357	10-May-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	3028	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	3873	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36201510	28-April-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36202560	10-May-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	78	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4181	48	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36205564	12-May-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	3249	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INEXPERIENCE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	3076	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36205571	12-May-2016	NASSAU	Cedarhurst Village	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4237	54	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	14	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36207464	10-May-2016	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	0	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36210317	30-April-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	3175	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNSAFE LANE CHANGE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3209	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36213811	19-May-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	PASSING TOO CLOSELY					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 70	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36214626	<u>Accident Date</u> 18-May-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> BACKING	<u>Registered Weight</u> 4310	<u>Drivers Age</u> 22	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> BACKING UNSAFELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4358	33	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36215011	19-May-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	17	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 TURNING IMPROPER
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36215026	18-May-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	CHANGING LANES	3096	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	54990	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36215208	20-May-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4432	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4640	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36215869	19-May-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36216895	20-March-2016	NASSAU	Hempstead Town	CRESCENT ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	AVOIDING OBJECT IN ROADWAY	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 REACTION TO OTHER UNINVOLVED VEHICL
 2 DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	3408	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT ENTERED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36217564	21-May-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	MAKING RIGHT TURN	2895	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	5768	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	EAST	STOPPED IN TRAFFIC	2641	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36218046	23-May-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36221457	24-May-2016	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	57	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36225849	24-May-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	3391	67	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 TRAFFIC CONTROL DEVICES DISREGARDED
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	2943	74	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36227146	18-May-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	OTHER	3270	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	4001	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36229628	18-May-2016	NASSAU	Hempstead Town	BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	INJURY	COLLISION WITH TREE	OTHER	0	2		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	2	WEST	GOING STRAIGHT AHEAD	4335	27	M	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	PAVEMENT SLIPPERY						
2	NOT APPLICABLE						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36229649	26-May-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0		

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING RIGHT TURN	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36231176	27-May-2016	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2722	95	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAFFIC CONTROL DEVICES DISREGARDED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4060	19	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36231181	27-May-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	4640	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4095	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36231709	27-May-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	DRIVER INATTENTION					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2

DRIVER INATTENTION

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36234111	31-May-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STOPPED IN TRAFFIC	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	ON	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STARTING IN TRAFFIC	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36234132	30-May-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STARTING IN TRAFFIC	0	83	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36234949	31-May-2016	NASSAU	Hempstead Town	WESTWOOD RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INEXPERIENCE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36234960	31-May-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	3134	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	17995	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36238150	02-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	117000	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	326	48	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	MOTORCYCLE	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36238153	02-June-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH TREE	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3456	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36238925	02-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	POSSIBI

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	MAKING LEFT TURN	3772	17	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36238959	03-June-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH PEDESTRIAN	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING RIGHT TURN	0	20	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	70	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36238974	03-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	0	69	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING RIGHT TURN	0	33	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36238989	03-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	SLOWED OR STOPPING	5255	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	STOPPED IN TRAFFIC	4094	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36239763	01-June-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	0	0	U

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36239983	01-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36241176	06-June-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING IN TRAFFIC	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	OVERTAKING	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36242381	05-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	SLOWED OR STOPPING	3812	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	4839	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36242382	06-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	OTHER	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36243183	18-May-2016	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36243247	06-June-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	3640	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3803	21	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36246977	06-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	3888	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 OTHER (VEHICLE)
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	4731	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36248385	07-June-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	MAKING LEFT TURN	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36248904	08-June-2016	NASSAU	Hempstead Town	w BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	21	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TIRE FAILURE/INADEQUATE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	46	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36248922	09-June-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	0	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36248927	10-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	BACKING	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	93	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36248928	09-June-2016	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3452	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	11	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 DRIVER INATTENTION
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36249336	10-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4742	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	3209	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	4419	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

4

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	4092	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36249337	10-June-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36249661	11-June-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MAKING LEFT TURN	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36251943	11-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	0	77	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	13	NORTH	GOING STRAIGHT AHEAD	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36252694	01-June-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	STARTING FROM PARKING	3685	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4001	<u>Drivers Age</u> 32	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> REACTION TO OTHER UNINVOLVED VEHICL				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36256509	<u>Accident Date</u> 14-June-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> FRANKLIN PL	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 33	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TURNING IMPROPER
 2 UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	STOPPED IN TRAFFIC	0	64	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	BACKING UNSAFELY				
	2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36258894	15-June-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST AT INTERSECTION	ALONG HIGHWAY WITH TRAI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	NON-INJ

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	NORTH	MAKING LEFT TURN	4168	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BICYCLE		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36259216	16-June-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3268	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36259232	16-June-2016	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36259236	29-May-2016	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	2892	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UK	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4940	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36260442	17-June-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	STARTING IN TRAFFIC	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 DRIVER INATTENTION
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	SLOWED OR STOPPING	0	73	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36260447	16-June-2016	NASSAU	Cedarhurst Village	BERKLEY PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3219	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	33000	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36262087	02-June-2016	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING RIGHT TURN	3475	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36265862	21-June-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	AVOIDING OBJECT IN ROADWAY	0	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	REACTION TO OTHER UNINVOLVED VEHICL				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36266112	17-June-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3345	24	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	5866	48	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36266113	20-June-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	SLOWED OR STOPPING	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36267757	22-June-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	ENTERING PARKED POSITION	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36270212	24-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	BACKING	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	STOPPED IN TRAFFIC	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36270221	24-June-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2483	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4839	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36270222	24-June-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3945	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3685	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36270226	29-May-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STARTING FROM PARKING	4463	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3646	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36270935	01-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STOPPED IN TRAFFIC	3705	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MERGING	0	71	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36271243	21-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	3146	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36271777	26-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36272096	20-June-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	CHANGING LANES	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36272105	20-June-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	OVERTAKING	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36274986	26-June-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	3466	55	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	UNSAFE LANE CHANGE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2752	27	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
--	------------------------

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36275567	28-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	4414	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TURNING IMPROPER					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3503	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36276688	25-June-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	EAST	STOPPED IN TRAFFIC	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> U
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u> 36277145	<u>Accident Date</u> 21-June-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> PED/BICYCLIST AT INTERSECTION	<u>Action of Ped/Bike</u> CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH BICYCLIST	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> NON-INC
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 2950	<u>Drivers Age</u> 75	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	16	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BICYCLE		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36277146	24-June-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	63	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	65	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36277148	28-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	SLOWED OR STOPPING	3583	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	STOPPED IN TRAFFIC	4237	66	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36278613	29-June-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36278619	29-June-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36278656	28-June-2016	NASSAU	Hempstead Town	HARTWELL PL	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	5624	46	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	75	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36279137	08-May-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	BACKING	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36283290	30-June-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	ENTERING PARKED POSITION	0	75	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	ENTERING PARKED POSITION	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36283292	30-June-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	ENTERING PARKED POSITION	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STARTING FROM PARKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 65	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> DE	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36283297	<u>Accident Date</u> 30-June-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 23	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36283987	05-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	UNKNOWN	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNKNOWN				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36285691	05-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	ENTERING PARKED POSITION	0	85	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36288220	08-July-2016	NASSAU	Hempstead Town	HARRIS AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	0	50	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	0	61	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36288260	02-July-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4496	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4100	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36290148	08-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4090	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3428	79	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36290410	10-July-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	OTHER (VEHICLE)					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3072	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36291895	10-July-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	MAKING LEFT TURN	3096	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	3466	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297549	14-July-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	IT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36297555	14-July-2016	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297557	15-July-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	92	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	70	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297566	13-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	MAKING LEFT TURN	2800	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	GOING STRAIGHT AHEAD	3208	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297575	15-July-2016	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH OTHER BARRIER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297587	11-July-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	ENTERING PARKED POSITION	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	SOUTH	OTHER	4365	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297590	05-July-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	BACKING	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297591	08-July-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 3	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 34	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> PA	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36297602	<u>Accident Date</u> 16-July-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLL. W/LIGHT SUPPORT/UTILITY	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 51	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> UN	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FELL ASLEEP				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36297987	16-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH TREE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3850	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	STEERING FAILURE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36300812	07-July-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	STOPPED IN TRAFFIC	4559	32	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	SLOWED OR STOPPING	3548	38	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36302477	06-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	2998	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	3475	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36302487	18-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36302774	21-June-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STOPPED IN TRAFFIC	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5997	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36304869	07-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36304871	<u>Accident Date</u> 19-July-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> WOODMERE BLVD	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 42	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> UN	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	MAKING LEFT TURN	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36304881	19-July-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	3886	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4623	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36304883	19-July-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	63	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	ENTERING PARKED POSITION	0	40	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36304915	17-July-2016	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3858	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	4743	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36304936	30-June-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MERGING	4303	43	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36306579	13-July-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3412	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	3111	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36306699	18-July-2016	NASSAU	Cedarhurst Village	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	CURVE AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	0	20	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	66	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36307580	10-July-2016	NASSAU	Cedarhurst Village	MAPLE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	6	SOUTH	GOING STRAIGHT AHEAD	0	5	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36307963	21-July-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	MAKING U TURN	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	25950	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36308437	21-July-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36308709	<u>Accident Date</u> 22-July-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> SIDESWIPE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 5	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> BACKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 18	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> BACKING UNSAFELY				

2 DRIVER INEXPERIENCE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 21	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36309917	<u>Accident Date</u> 22-July-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> NON-INC

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 2809	<u>Drivers Age</u> 84	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 STEERING FAILURE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	3504	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36312011	24-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	BACKING	0	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	BACKING	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36312319	01-July-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3110	92	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36312321	24-July-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	WEST	GOING STRAIGHT AHEAD	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36312333	20-July-2016	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	4538	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STARTING IN TRAFFIC	2388	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36318668	28-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH-EAST	PARKED	3209	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	3778	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36318670	28-July-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4024	83	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	4740	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	2877	84	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36319286	17-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3096	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	5	SOUTH-WEST	GOING STRAIGHT AHEAD	3254	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	VIEW OBSTRUCTED/LIMITED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36319293	22-July-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36321267	29-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	CHANGING LANES	0	81	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36321347	22-July-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36321353	17-July-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2450	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	21	EAST	GOING STRAIGHT AHEAD	43	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36324185	02-August-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3117	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	TN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	MAKING LEFT TURN	3109	19	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	GOING STRAIGHT AHEAD	0	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MD	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	2	EAST	GOING STRAIGHT AHEAD	3115	59	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36324195	01-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	FOLLOWING TOO CLOSELY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	5	NORTH-EAST	STOPPED IN TRAFFIC	0	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36325907	13-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3896	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	TX	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	25995	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36325913	13-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	25995	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 5244	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36325927	<u>Accident Date</u> 03-August-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> LEROY AVE	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> SIDESWIPE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 79	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36326858	30-July-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	3483	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	21	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	UN	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INEXPERIENCE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36327365	04-August-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	MAKING LEFT TURN	4365	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	3885	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36327375	04-August-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MERGING	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36328295	05-August-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	12020	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING LEFT TURN	3008	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH-EAST	PARKED	4413	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	1	SOUTH-EAST	PARKED	3957	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36328310	05-August-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OTHER	3279	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3093	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36328880	03-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36331212	21-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	ENTERING PARKED POSITION	3296	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36332309	03-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING RIGHT TURN	2547	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	3605	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	MAKING LEFT TURN	0	35	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE LANE CHANGE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36334103	08-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH BICYCLIST	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING LEFT TURN	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	14	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BICYCLE		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	NOT APPLICABLE	0	14	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BICYCLE		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36336375	09-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	91	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36336408	10-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	3392	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FELL ASLEEP					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36337870	11-August-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	MAKING LEFT TURN	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	VA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36338579	11-August-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	VA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36338580	11-August-2016	NASSAU	Hempstead Town	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3148	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4422	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36338589	12-August-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MERGING	3929	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36338591	12-August-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
TRUCK	UN	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH-EAST	MAKING LEFT TURN	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36339071	09-August-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	3936	86	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	36	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36339113	13-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	4345	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36340626	04-August-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	BACKING	0	24	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	43	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36342268	10-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	NORTH-EAST	SLOWED OR STOPPING	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36342273	10-August-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	BACKING	0	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36342283	<u>Accident Date</u> 15-August-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (WITH OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-WEST	<u>Pre-Accd Action</u> MAKING U TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 20	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36345275	17-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	39	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36345284	15-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3402	43	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3272	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	STOPPED IN TRAFFIC	3720	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36347475	17-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	BACKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36347479	17-August-2016	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36347893	17-August-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	ENTERING PARKED POSITION	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36348684	19-August-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	12	EAST	GOING STRAIGHT AHEAD	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	MAKING LEFT TURN	4237	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36348707	19-August-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3546	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	IL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5840	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36348727	20-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3528	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	SOUTH-WEST	PARKED	3640	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36349091	21-August-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	STARTING FROM PARKING	5685	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3656	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36350180	21-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36352099	12-July-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-WEST	MAKING LEFT TURN	3795	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	EAST	GOING STRAIGHT AHEAD	3312	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	STOPPED IN TRAFFIC	4628	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36352137	07-July-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	BACKING	0	78	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36353808	23-August-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	OVERTAKING	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 51	<u>Sex</u> M
<u>Vehicle Type</u> OTHER	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36355316	<u>Accident Date</u> 24-August-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> STARTING FROM PARKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 59	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36357224	<u>Accident Date</u> 25-August-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 2	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 3452	<u>Drivers Age</u> 32	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4422	31	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36357714	26-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	NORTH-EAST	MAKING LEFT TURN	4377	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	OT	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36357719	26-August-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	4605	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	4580	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36357734	26-August-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	CHANGING LANES	3465	86	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	3289	44	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36358031	27-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	DE	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36358214	27-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	STARTING IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36359711	28-August-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36359726	29-August-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	6500	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36361524	29-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	0	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	74	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36362567	31-July-2016	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3310	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	0	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36363482	30-August-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	CHANGING LANES	3099	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 UNSAFE LANE CHANGE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3497	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36363628	30-August-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	UNKNOWN	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	UNKNOWN				
2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36366751	01-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH FENCE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BRAKES DEFECTIVE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36366761	01-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	4260	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	FAILURE TO YIELD RIGHT OF WAY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
6	WEST	GOING STRAIGHT AHEAD	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP		Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36366770	01-September-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	MAKING LEFT TURN	0	34	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	22	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36366788	01-September-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	SLOWED OR STOPPING	3021	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36366789	02-September-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	23	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	36	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36367231	02-September-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	5467	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36367500	31-August-2016	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4998	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	WEST	GOING STRAIGHT AHEAD	4422	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	WEST	SLOWED OR STOPPING	4436	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36368667	04-September-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH FENCE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	ENTERING PARKED POSITION	3689	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36370180	14-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	4045	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3750	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY		N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36372008	27-August-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	OVERTAKING	0	45	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	7	WEST	NOT APPLICABLE	0	62	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36372382	06-September-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36372394	07-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	NORTH	GOING STRAIGHT AHEAD	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36373241	06-September-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4303	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	6	WEST	GOING STRAIGHT AHEAD	2958	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36373647	02-September-2016	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3438	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36374471	07-September-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	BACKING	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36375460	30-August-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3208	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	3126	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36375467	09-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	0	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	STOPPED IN TRAFFIC	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36375551	09-September-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	SLOWED OR STOPPING	2729	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	SLOWED OR STOPPING	5391	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36375561	09-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3330	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2980	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36376025	11-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36380084	20-June-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	5	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	2850	26	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	FOLLOWING TOO CLOSELY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH-EAST	STARTING IN TRAFFIC	2727	56	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	NORTH-EAST	STARTING IN TRAFFIC	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36381496	12-September-2016	NASSAU	Hempstead Town	WOODMERE BLVD N		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	3326	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	UNKNOWN	0	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BICYCLE		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PEDESTRIAN'S ERROR/CONFUSION				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36381520	12-September-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	MAKING LEFT TURN	3547	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	GLARE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	CELL PHONE (HAND HELD)				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36381792	13-September-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36381808	12-September-2016	NASSAU	Cedarhurst Village	MAPLE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3488	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3186	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36381825	12-September-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	3456	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	AZ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36382837	14-September-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3038	75	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	10000	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36382983	25-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3635	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 3475	<u>Drivers Age</u> 49	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36385600	<u>Accident Date</u> 15-September-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3049	<u>Drivers Age</u> 87	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4237	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36385602	15-September-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	4643	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					

2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36386165	28-August-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	3348	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TRAFFIC CONTROL DEVICES DISREGARDED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	4519	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36386444	16-September-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	ENTERING PARKED POSITION	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INEXPERIENCE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36387517	16-September-2016	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36388949	17-September-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING RIGHT TURN	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING LEFT TURN	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36388959	17-September-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3462	45	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	ALCOHOL INVOLVEMENT
2	PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36390470	20-September-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH BUILDING/WALL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BRAKES DEFECTIVE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36392519	19-September-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5988	50	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	30	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36392545	19-September-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	SLOWED OR STOPPING	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36394661	15-September-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3762	72	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	42	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36394710	22-September-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	3166	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3100	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36395425	22-September-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	GOING STRAIGHT AHEAD	3411	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3685	66	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36395903	23-September-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	28	EAST	CHANGING LANES	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 35	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36397064	<u>Accident Date</u> 22-September-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> OAKLAND AVE	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36398092	25-September-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING IN TRAFFIC	4127	51	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	9500	44	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36398105	22-September-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	BACKING	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	GA	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	DRIVER INATTENTION				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	3225	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36398442	22-September-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	NORTH-WEST	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36399419	25-September-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36399437	26-September-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	0	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36399652	26-September-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	MAKING RIGHT TURN	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 UNKNOWN
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36402867	27-September-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STARTING IN TRAFFIC	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> STARTING IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> M
<u>Vehicle Type</u> OTHER	<u>State of Registration</u> N	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36405317	<u>Accident Date</u> 30-September-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> BURNSIDE AVE	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STARTING FROM PARKING	<u>Registered Weight</u> 3248	<u>Drivers Age</u> 27	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> UNSAFE LANE CHANGE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36408180	02-October-2016	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	STARTING FROM PARKING	0	16	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 43	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36408198	<u>Accident Date</u> 28-September-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> OVERTAKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 31	<u>Sex</u> F
	<u>Vehicle Type</u> BUS	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	42	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36410448	23-September-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	MAKING RIGHT TURN	4897	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING RIGHT TURN	5986	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36410635	02-October-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	0	U

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36412588	25-September-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	3151	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	ENTERING PARKED POSITION	3637	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36413443	06-October-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	13000	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3901	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36414443	06-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36417822	10-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 26	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36417838	<u>Accident Date</u> 10-October-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 3	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> NON-INJ

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3500	<u>Drivers Age</u> 69	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4211	61	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	PARKED	3011	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36417840	07-October-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MI	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36418045	10-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36419067	11-October-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	27	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	FOLLOWING TOO CLOSELY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	SLOWED OR STOPPING	0	30	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36419095	11-October-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36422224	13-October-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	5241	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36422479	13-October-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	ALONG HIGHWAY WITH TRAI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	2995	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36422480	13-October-2016	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36422501	13-October-2016	NASSAU	Lawrence Village	FROST LN		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4168	48	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 VIEW OBSTRUCTED/LIMITED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	15	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PEDESTRIAN'S ERROR/CONFUSION				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36422502	13-October-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3423	87	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	FL	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3589	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36423097	14-October-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	CHANGING LANES	4065	18	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE LANE CHANGE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3571	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36423412	18-September-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36424091	23-September-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	CHANGING LANES	3166	44	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	VIEW OBSTRUCTED/LIMITED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	62	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NJ	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36424308	25-August-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OVERSIZED VEHICLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36424582	13-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	15	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 0	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u> 36431497	<u>Accident Date</u> 19-October-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> FOREST AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 66	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36432919	20-October-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	56	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36433856	13-September-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	BACKING UNSAFELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36433872	21-October-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36438554	24-October-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3072	21	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	GLARE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	3310	41	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36438556	24-October-2016	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3450	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4435	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36438557	24-October-2016	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	BACKING	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36440650	23-October-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	WEST	MAKING LEFT TURN	43	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	84	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36440657	25-October-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	GOING STRAIGHT AHEAD	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36442027	26-October-2016	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 60	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36442326	<u>Accident Date</u> 26-October-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> BARNARD AVE	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> HEAD ON	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 33	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36443935	06-October-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	5060	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	4003	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNKNOWN				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36444006	05-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3781	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	11	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PEDESTRIAN'S ERROR/CONFUSION				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36444026	28-October-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	STARTING IN TRAFFIC	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36446651	28-October-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	4262	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4463	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36446662	28-October-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4250	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	54000	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36447213	30-October-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	86	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36447232	30-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	OUTSIDE CAR DISTRACTION					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 55	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> REACTION TO OTHER UNINVOLVED VEHICL					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36447276	<u>Accident Date</u> 30-October-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> SPRUCE ST	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> PED/BICYCLIST AT INTERSECTION	<u>Action of Ped/Bike</u> CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH PEDESTRIAN	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 3161	<u>Drivers Age</u> 24	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36449265	29-October-2016	NASSAU	Hempstead Town	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	GOING STRAIGHT AHEAD	3138	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					

2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	4463	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36449604	31-October-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3469	59	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4605	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36450998	08-October-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	OVERTAKING	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36451508	01-November-2016	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	33	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	32600	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36451514	01-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36454875	01-November-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	31	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	35	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36455222	04-November-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36456245	28-October-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36456247	04-November-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36456559	02-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36456964	30-October-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	17	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36456985	03-November-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3096	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	CELL PHONE (HAND HELD)					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36459001	06-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	ENTERING PARKED POSITION	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36460650	07-November-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36463527	07-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36466456	10-November-2016	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH CURBING	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	SLOWED OR STOPPING	4436	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	UN	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INEXPERIENCE				
2	UNSAFE SPEED				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	3837	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36467092	10-November-2016	NASSAU	Cedarhurst Village	WASHINGTON AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING FROM PARKING	5613	68	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4270	41	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36467457	11-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	SLOWED OR STOPPING	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	TRAF CNTRL DEV IMPROPER/NON-WRKING					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	SLOWED OR STOPPING	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36467471	11-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	6600	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	2762	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36467751	11-November-2016	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	SLOWED OR STOPPING	3994	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	STOPPED IN TRAFFIC	3124	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36474159	15-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	4700	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36474170	15-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	4237	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	4998	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36477839	03-November-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	ENTERING PARKED POSITION	3065	84	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	3346	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36477845	16-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	56	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	70	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36477851	16-November-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36478583	17-November-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	37	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	UN	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36478588	16-November-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3272	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36478609	18-November-2016	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36478614	17-November-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING IN TRAFFIC	2747	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	3120	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36478976	18-November-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36479865	08-November-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4250	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4520	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36480565	07-November-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36480817	19-November-2016	NASSAU	Hempstead Town	CRESCENT ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	7000	55	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	85	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36483961	18-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	NOT IN ROADWAY	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	WEST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	87	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36483964	21-November-2016	NASSAU	Hempstead Town	PROSPECT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	STOPPED IN TRAFFIC	0	83	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36485851	22-November-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	2857	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3065	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36487131	23-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	ENTERING PARKED POSITION	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36489239	25-November-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36489260	25-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36490862	23-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	ENTERING PARKED POSITION	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36491173	24-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	NORTH	MAKING RIGHT TURN	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	MAKING LEFT TURN	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36491963	24-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	BACKING	3196	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 BACKING UNSAFELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	3166	70	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36492691	26-November-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	MD	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	0	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36494327	28-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	4206	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	SLOWED OR STOPPING	3476	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36494351	28-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	CHANGING LANES	3457	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4264	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36494353	28-November-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING IN TRAFFIC	3428	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	GLARE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	VT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36496282	28-November-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	0	80	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36496940	28-November-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING LEFT TURN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36497710	30-November-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	64	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	CA	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36497711	30-November-2016	NASSAU	Cedarhurst Village	OAKLAND AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	25	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36497737	30-November-2016	NASSAU	Hempstead Town	LINDEN ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	2762	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 DRIVER INATTENTION
 2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3316	49	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36497775	29-November-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36498200	30-November-2016	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	5565	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	4834	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	REACTION TO OTHER UNINVOLVED VEHICL					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36498201	30-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	3873	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	4	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NOT APPLICABLE	NOT APPLICABLE	0	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36501584	03-December-2016	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36502023	28-November-2016	NASSAU	Lawrence Village	FROST LN		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	4657	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	TURNING IMPROPER					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	OTHER	4093	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36503424	04-December-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3049	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2820	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36503433	04-December-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	3700	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 UNSAFE LANE CHANGE
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	9000	21	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36505585	04-December-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	OTHER ACTIONS IN ROADWA	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH PEDESTRIAN	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36505592	05-December-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	4580	59	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	5150	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36506949	28-November-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	80	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4237	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36509440	26-November-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36510155	06-December-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36510899	08-December-2016	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4743	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	5131	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36510900	08-December-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36510901	08-December-2016	NASSAU	Cedarhurst Village	CEDARHURST AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36511290	09-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	41	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36511298	08-December-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	PROPERTY DAMAGE AND INJURY	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	OVERSIZED VEHICLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	70	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	GOING STRAIGHT AHEAD	0	74	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	1	EAST	GOING STRAIGHT AHEAD	3719	84	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36511327	09-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4149	80	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 DRIVER INATTENTION
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3227	59	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36516936	07-December-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	3468	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36516964	09-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36518479	14-December-2016	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3330	30	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4496	58	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36518489	12-December-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36518500	13-December-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36518502	13-December-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	86	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36519503	14-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	0	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 21	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36520689	<u>Accident Date</u> 15-December-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> MERGING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 59	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	52	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522933	14-December-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-EAST	SLOWED OR STOPPING	0	57	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	IT	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522964	15-December-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING RIGHT TURN	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING RIGHT TURN	0	83	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522965	15-December-2016	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	80	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36522971	15-December-2016	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36524223	16-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	MAKING LEFT TURN	0	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BUS	NY	N	Y	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	DRIVER INATTENTION				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	STOPPED IN TRAFFIC	3615	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	DRIVER INATTENTION				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36524924	15-December-2016	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3232	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3434	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36525040	01-December-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3252	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH-WEST	MAKING RIGHT TURN	12500	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36527457	18-December-2016	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	4998	35	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3775	48	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	SLOWED OR STOPPING	4237	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36528879	19-December-2016	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	49	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36531449	19-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	GLARE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36531461	21-December-2016	NASSAU	Cedarhurst Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3194	53	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	5165	35	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36535034	24-December-2016	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	CHANGING LANES	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36535203	24-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	0	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	SLOWED OR STOPPING	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	IN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36539083	22-December-2016	NASSAU	Hempstead Town	WESTWOOD RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36539086	26-December-2016	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4320	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36544269	30-December-2016	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	NOT IN ROADWAY	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	3951	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36545066	30-December-2016	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3752	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	RI	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36547294	02-January-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	SLOWED OR STOPPING	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	2742	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36547297	29-December-2016	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4810	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 2483	<u>Drivers Age</u> 31	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36547656	<u>Accident Date</u> 02-January-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 4664	<u>Drivers Age</u> 21	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> PAVEMENT SLIPPERY				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 4237	<u>Drivers Age</u> 28	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36549325	<u>Accident Date</u> 06-December-2016	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 8	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 52	<u>Sex</u> M
	<u>Vehicle Type</u> BUS	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> Y	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	4422	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36550620	04-January-2017	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3173	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	3817	34	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	5232	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36550637	04-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	PARKED	3373	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36550647	05-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3680	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36552269	05-January-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	79	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	STOPPED IN TRAFFIC	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36552282	05-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	CHANGING LANES	3102	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	43	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 NOT APPLICABLE
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36552284	05-January-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	GOING STRAIGHT AHEAD	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36552306	04-January-2017	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3890	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	SLOWED OR STOPPING	3900	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36553244	07-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH FENCE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36553943	06-January-2017	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36555818	08-January-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	SLOWED OR STOPPING	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36557522	09-January-2017	NASSAU	Hempstead Town	FRANKLIN PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH-WEST	GOING STRAIGHT AHEAD	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-WEST	STOPPED IN TRAFFIC	0	70	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	PA	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36557561	09-January-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	3354	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4233	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36558700	18-December-2016	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	3075	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	GOING STRAIGHT AHEAD	5150	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36562925	10-January-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	BACKING	4237	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36564582	14-January-2017	NASSAU	Hempstead Town	WOODMERE BLVD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3655	65	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	FL	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAFFIC CONTROL DEVICES DISREGARDED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	GOING STRAIGHT AHEAD	3842	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36567325	12-January-2017	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36568898	17-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36568912	16-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3151	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	2965	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36568981	07-January-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36568982	<u>Accident Date</u> 17-January-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 3475	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	OVERTAKING	5751	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36572298	12-January-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3404	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 2701	<u>Drivers Age</u> 27	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> OTHER (VEHICLE)				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36572301	<u>Accident Date</u> 12-January-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-WEST	<u>Pre-Accd Action</u> CHANGING LANES	<u>Registered Weight</u> 3344	<u>Drivers Age</u> 65	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 REACTION TO OTHER UNINVOLVED VEHICL
- 2 FAILURE TO YIELD RIGHT OF WAY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4865	55	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36572303	19-January-2017	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING LEFT TURN	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	STOPPED IN TRAFFIC	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36572306	20-January-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	2019	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2762	90	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36572790	20-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3424	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3148	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36573548	21-January-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	3483	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36573576	22-January-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	FOG/SMOG/SMOKE	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 NOT APPLICABLE
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36579879	25-January-2017	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	4505	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	3547	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36581764	27-January-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36584553	29-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36586038	24-January-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3837	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 DRIVER INEXPERIENCE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	3142	24	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36586350	30-January-2017	NASSAU	Hempstead Town	FRANKLIN AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	40	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	5	NORTH-EAST	MAKING RIGHT TURN	0	52	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36588331	31-January-2017	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3131	80	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	3589	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36590322	02-February-2017	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4068	62	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3152	68	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36593603	10-January-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	3639	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36593983	29-January-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	EAST	MAKING LEFT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	MAKING LEFT TURN	4237	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36598034	07-February-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	4923	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	3316	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36601714	10-February-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	2952	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	4944	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36602173	10-February-2017	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PAVEMENT SLIPPERY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	40	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36602442	10-February-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STARTING IN TRAFFIC	3349	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	PAVEMENT SLIPPERY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3314	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PAVEMENT SLIPPERY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36605292	13-February-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36605666	31-January-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	STOPPED IN TRAFFIC	4097	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	GOING STRAIGHT AHEAD	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36607888	02-February-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3825	70	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	5581	58	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36609096	16-February-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3362	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	3881	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36609100	15-February-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 43	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36609107	<u>Accident Date</u> 14-February-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> SIDESWIPE	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> INCAPA

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3076	<u>Drivers Age</u> 81	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PHYSICAL DISABILITY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT ENTERED				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4570	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36609113	14-February-2017	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	8900	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING LEFT TURN	3096	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36611226	19-February-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING RIGHT TURN	0	84	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	63	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	FL	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36618867	03-February-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STARTING FROM PARKING	3503	75	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	4719	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36619178	20-February-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING IN TRAFFIC	0	49	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36621866	27-February-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36627196	01-March-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	89	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36627214	01-March-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36631927	05-March-2017	NASSAU	Hempstead Town	WESTWOOD RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING RIGHT TURN	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36632215	02-March-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	SOUTH-EAST	MAKING RIGHT TURN	0	47	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	57	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36632218	06-March-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3600	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3547	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36632699	04-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36633574	07-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36633576	07-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3455	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	5178	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36635342	05-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36635386	07-March-2017	NASSAU	Hempstead Town	HARRIS AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3140	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3349	31	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36635396	08-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	54	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36636969	09-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	MD	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36637532	10-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36638604	10-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36640536	01-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36640538	13-March-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MERGING	0	72	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	40	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
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1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36640560	13-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36640562	13-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	CHANGING LANES	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4370	<u>Drivers Age</u> 41	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36640563	<u>Accident Date</u> 12-March-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 70	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 28	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36641720	<u>Accident Date</u> 14-March-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> SNOW/ICE	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> SNOW	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLL. W/LIGHT SUPPORT/UTILITY	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 40	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 PAVEMENT SLIPPERY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36644012	03-February-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3370	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 0	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	TRAFFIC CONTROL DEVICES DISREGARDED				

<u>Case Number</u> 36646947	<u>Accident Date</u> 11-March-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> CURVE AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 27	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> UN	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4414	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36648095	18-March-2017	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					

2 FAILURE TO KEEP RIGHT

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36649817	13-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	5641	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	3175	61	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36653670	08-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	BACKING	0	93	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36656363	20-March-2017	NASSAU	Cedarhurst Village	WASHINGTON AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	BACKING	0	0	U

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
OTHER		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36656380	17-March-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36657132	12-March-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING RIGHT TURN	3045	83	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	SOUTH	PARKED	5285	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36657823	26-March-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	0	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36658239	23-March-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	2910	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	2792	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36659552	20-March-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MO	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSENGER DISTRACTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSENGER DISTRACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36659560	24-March-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	58	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36663380	21-March-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3685	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3493	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36664611	28-March-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4967	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2791	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36664668	28-March-2017	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4237	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 4377	<u>Drivers Age</u> 35	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36667286	<u>Accident Date</u> 29-March-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> OVERTAKING	<u>Registered Weight</u> 2690	<u>Drivers Age</u> 79	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	3237	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36667292	30-March-2017	NASSAU	Hempstead Town	MILL RD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	STOPPED IN TRAFFIC	0	69	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36667306	30-March-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4279	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3027	45	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36667336	27-March-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	SLOWED OR STOPPING	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	SLOWED OR STOPPING	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36668419	31-March-2017	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	OVERTAKING	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	MAKING RIGHT TURN	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36668436	01-April-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	2687	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FELL ASLEEP					
2	FATIGUED/DROWSY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36669248	29-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	5601	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	DRIVER INATTENTION				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36670743	29-March-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2745	67	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	LOST CONSCIOUSNESS
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	38	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36672396	03-April-2017	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4743	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	SLOWED OR STOPPING	2943	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36675128	13-March-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36675135	23-March-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH TREE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36675139	05-April-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	MAKING LEFT TURN	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	NORTH	GOING STRAIGHT AHEAD	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36675530	04-April-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	PARKED	4925	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	OVERTAKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36676384	06-April-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	CHANGING LANES	3853	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3400	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36676409	06-April-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING RIGHT TURN	0	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36677101	14-March-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	3757	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36677131	06-April-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	3953	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3281	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36677552	07-April-2017	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	ENTERING PARKED POSITION	0	91	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36680921	<u>Accident Date</u> 09-April-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 2910	<u>Drivers Age</u> 25	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> CT	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 DRIVER INEXPERIENCE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3049	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36682952	11-April-2017	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	3475	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3549	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36691546	10-April-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	16	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36691588	19-April-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36691604	05-April-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36694173	20-April-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	3787	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3402	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36695117	21-April-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH-WEST	GOING STRAIGHT AHEAD	3208	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	UNSAFE SPEED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	12	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36695652	21-April-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3838	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	15000	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36698323	25-April-2017	NASSAU	Cedarhurst Village	PACIFIC AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3637	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	3546	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36701279	26-April-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MERGING	4380	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3395	58	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PHYSICAL DISABILITY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36701282	26-April-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING RIGHT TURN	0	90	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36703080	27-April-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING RIGHT TURN	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36705207	06-April-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	2810	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36706563	01-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	3351	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3481	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36708339	02-May-2017	NASSAU	Lawrence Village	CENTRAL AVE			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	NON-REPORTABLE	COLLISION WITH FENCE	OTHER	0	0		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>			<u>Drivers Age</u> <u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0			0
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
CAR/VAN/PICKUP			N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	UNSAFE SPEED						
2	UNKNOWN						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36708417	21-April-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36708425	02-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	CHANGING LANES	3481	85	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	6262	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36711535	03-May-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36711547	03-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	0	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING RIGHT TURN	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36713080	04-May-2017	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36713081	<u>Accident Date</u> 04-May-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 3587	<u>Drivers Age</u> 63	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3392	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36715511	25-April-2017	NASSAU	Hempstead Town	FRANKLIN PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	SLOWED OR STOPPING	0	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	STOPPED IN TRAFFIC	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36715515	07-May-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	4295	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	61	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36719988	28-April-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	GOING STRAIGHT AHEAD	0	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36720643	12-May-2017	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36720646	12-May-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3111	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	MAKING RIGHT TURN	5642	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36721492	10-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	OVERTAKING	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	4463	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36721493	10-May-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STARTING FROM PARKING	0	28	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	41	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
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1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36722302	12-May-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH-EAST	GOING STRAIGHT AHEAD	0	8	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 49	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36722305	<u>Accident Date</u> 15-May-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 30	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36722306	14-May-2017	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36722309	12-May-2017	NASSAU	Hempstead Town	PINE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	3476	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 UNSAFE SPEED
- 2 AGGRESSIVE DRIVING/ROAD RAGE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36724331	15-May-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	2494	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PRESCRIPTION MEDICATION					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36725615	15-May-2017	NASSAU	Cedarhurst Village	PROSPECT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36725641	15-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	85	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36725653	15-May-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
MOTORCYCLE	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	MAKING RIGHT TURN	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MI	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36729030	13-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	74	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36729751	20-May-2017	NASSAU	Hempstead Town	LAFAYETTE PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3366	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36729754	19-May-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TURNING IMPROPER					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36729756	19-May-2017	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	2742	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	4237	66	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36729759	19-May-2017	NASSAU	Hempstead Town	NEW ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	7250	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	69	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36729770	19-May-2017	NASSAU	Cedarhurst Village	COLUMBIA AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	MAKING RIGHT TURN	0	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	MAKING RIGHT TURN	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36729776	19-May-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOPPED SCHOOL BUS W/RED	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	17	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	59	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36730406	20-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3675	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	STOPPED IN TRAFFIC	3660	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36730420	20-May-2017	NASSAU	Hempstead Town	MILL RD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	3458	51	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	50	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36730984	15-May-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36732459	16-May-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36732460	21-May-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	EAST	SLOWED OR STOPPING	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 26	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36733401	<u>Accident Date</u> 22-May-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> CHANGING LANES	<u>Registered Weight</u> 3452	<u>Drivers Age</u> 50	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 REACTION TO OTHER UNINVOLVED VEHICL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3846	65	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36734611	22-May-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3615	67	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TRAFFIC CONTROL DEVICES DISREGARDED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3474	18	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	SOUTH	PARKED	4151	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36736336	30-April-2017	NASSAU	Hempstead Town	MEADOW DR		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	ENTERING PARKED POSITION	0	77	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	BACKING UNSAFELY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36736339	23-May-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4439	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	2860	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36736341	23-May-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	BACKING	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING U TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36737759	24-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	90	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36739223	25-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING U TURN	3859	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	5046	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36739228	25-May-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	ENTERING PARKED POSITION	0	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	OVERTAKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36739233	18-May-2017	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	PARKED	4869	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36743184	28-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	4044	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 DRIVER INATTENTION
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3499	58	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36744210	30-May-2017	NASSAU	Cedarhurst Village	PROSPECT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING U TURN	2747	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3389	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36744519	24-May-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	OTHER (VEHICLE)
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	61	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36744873	30-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36746090	26-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING RIGHT TURN	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36747363	28-May-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NC	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					
2	LOST CONSCIOUSNESS					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STARTING IN TRAFFIC	3195	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	STOPPED IN TRAFFIC	4552	47	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36748365	02-June-2017	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	OTHER	0	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
TRUCK	PA	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	SLOWED OR STOPPING	0	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36748367	03-June-2017	NASSAU	Cedarhurst Village	W BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	INCAPA	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3005	23	M	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	FELL ASLEEP						
2	NOT APPLICABLE						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36750817	28-May-2017	NASSAU	Cedarhurst Village	CENTRAL AVE			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0		

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	STARTING FROM PARKING	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO KEEP RIGHT				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36752991	05-June-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	3029	30	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE LANE CHANGE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2963	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36753000	05-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36753014	05-June-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING U TURN	0	78	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	47	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36753366	06-June-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING U TURN	3159	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3184	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	3	SOUTH	GOING STRAIGHT AHEAD	3732	44	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36753983	06-June-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	STARTING FROM PARKING	0	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36753986	06-June-2017	NASSAU	Lawrence Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3718	60	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	PARKED	4263	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36753987	06-June-2017	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	87	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36754746	26-May-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	CHANGING LANES	16000	30	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	REACTION TO OTHER UNINVOLVED VEHICL
2	PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3316	79	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36756633	09-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3823	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3901	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36758073	08-June-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36758096	08-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36759635	11-June-2017	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2560	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	3316	71	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36759636	11-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	GOING STRAIGHT AHEAD	2298	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	SLOWED OR STOPPING	3483	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36763483	13-June-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	3115	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSENGER DISTRACTION				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	4201	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36765141	14-June-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36766735	14-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36766742	14-June-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	STARTING FROM PARKING	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36767701	16-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3096	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4237	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36767840	14-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	STARTING FROM PARKING	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	UN	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36768502	18-June-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3541	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3646	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36769066	11-June-2017	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	MAKING RIGHT TURN	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36769823	17-June-2017	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	SLOWED OR STOPPING	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	0	48	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36771376	20-June-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	STOPPED IN TRAFFIC	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36773977	25-May-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	3163	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36773981	07-June-2017	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	SLOWED OR STOPPING	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36773993	08-June-2017	NASSAU	Hempstead Town	WOODMERE BLVD	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STARTING IN TRAFFIC	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	PA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36774242	06-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	32	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36775474	21-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	OVERTAKING	3026	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	STOPPED IN TRAFFIC	3442	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36777663	23-June-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3115	21	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	5607	50	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36777678	22-June-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	ALONG HIGHWAY WITH TRAI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	NORTH-WEST	MAKING LEFT TURN	3493	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36778754	25-June-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36779276	23-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	12300	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	4076	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36779960	22-June-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 59	<u>Sex</u> M
	<u>Vehicle Type</u> TRUCK	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36779967	<u>Accident Date</u> 12-June-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 3	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 2	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4110	<u>Drivers Age</u> 30	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	7300	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	EAST	STOPPED IN TRAFFIC	0	51	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36782712	20-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	91	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	UNSAFE LANE CHANGE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	NOT APPLICABLE	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36783623	26-June-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3001	28	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	DRIVER INATTENTION

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	0	48	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	7000	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36783909	11-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	UNKNOWN	3440	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	STARTING FROM PARKING	3208	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36786296	28-June-2017	NASSAU	Cedarhurst Village	CARMAN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	3534	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	UNKNOWN	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNKNOWN				
	2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36787344	29-June-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	0	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36787347	29-June-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	3208	73	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	Y	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	19	SOUTH-EAST	GOING STRAIGHT AHEAD	43	62	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
BUS	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36787362	19-June-2017	NASSAU	Hempstead Town	PIERMONT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	81	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36788833	30-June-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	DRIVER INEXPERIENCE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3209	76	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36788843	27-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	0	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-EAST	MAKING LEFT TURN	0	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36789898	02-July-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	3354	83	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 2963	<u>Drivers Age</u> 34	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36791740	<u>Accident Date</u> 03-July-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 54	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36793953	03-July-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	22	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	STOPPED IN TRAFFIC	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36794427	05-July-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	PARKED	3456	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH-WEST	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36796129	30-June-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4325	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	2943	24	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	3086	60	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36796134	25-June-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36797054	07-July-2017	NASSAU	Cedarhurst Village	COLUMBIA AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH-EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u> 36797070	<u>Accident Date</u> 07-July-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> CHANGING LANES	<u>Registered Weight</u> 0	<u>Drivers Age</u> 36	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE LANE CHANGE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 51	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36798193	<u>Accident Date</u> 19-June-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> NON-INC
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4776	<u>Drivers Age</u> 42	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> REACTION TO OTHER UNINVOLVED VEHICL				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	PARKED	2586	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36800302	09-July-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	2772	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 DRIVER INATTENTION
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4237	68	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36802971	07-July-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	CHANGING LANES	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	UNSAFE LANE CHANGE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36802976	04-July-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	GOING STRAIGHT AHEAD	3120	81	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	TRAF CNTRL DEV IMPROPER/NON-WRKING					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2519	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAF CNTRL DEV IMPROPER/NON-WRKING					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36804619	11-July-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 3	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36804622	<u>Accident Date</u> 11-July-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> SPRUCE ST	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> OVERTAKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 39	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				

2 UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36806943	13-July-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3494	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3858	46	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36808971	08-July-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36809927	09-July-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36811164	17-July-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	HIGHWAY WORK AREA	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4115	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OUTSIDE CAR DISTRACTION					

2

TRAFFIC CONTROL DEVICES DISREGARDED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	2820	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36812831	17-July-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	4211	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	GOING STRAIGHT AHEAD	4414	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36814437	18-July-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING RIGHT TURN	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	LANE MARKING IMPROPER/INADEQUATE				
2	PASSING OR LANE USAGE IMPROPERLY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	SOUTH	MAKING RIGHT TURN	0	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO KEEP RIGHT				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36815937	20-July-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	5323	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	2871	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36818258	23-July-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	NORTH	GOING STRAIGHT AHEAD	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	STOPPED IN TRAFFIC	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36818764	17-July-2017	NASSAU	Cedarhurst Village	WASHINGTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36818776	24-July-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	MERGING	4850	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	4414	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36819720	24-July-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FELL ASLEEP					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36819734	24-July-2017	NASSAU	Cedarhurst Village	W BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	2		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	2	WEST	GOING STRAIGHT AHEAD	3030	26	F	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	ALCOHOL INVOLVEMENT						
2	NOT APPLICABLE						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
36822227	24-July-2017	NASSAU	Hempstead Town	BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0		

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	3827	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	11598	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
TRUCK	NY		N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36823080	26-July-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	6044	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36825432	24-July-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	OVERTAKING	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNSAFE LANE CHANGE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	5256	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36826082	27-July-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36826689	28-July-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3371	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	2358	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36829861	22-July-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36829930	31-July-2017	NASSAU	Lawrence Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	BACKING	0	63	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36831745	26-July-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36833517	20-July-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	29	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36833540	02-August-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36835135	03-August-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	3109	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	TRAFFIC CONTROL DEVICES DISREGARDED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	13500	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36837277	04-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3209	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	5939	53	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36840779	08-August-2017	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	STOPPED IN TRAFFIC	3893	45	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	OVERTAKING	4864	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	FAILURE TO YIELD RIGHT OF WAY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36840842	06-August-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3049	50	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	2901	58	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	2587	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36842132	06-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36845660	11-August-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	GOING STRAIGHT AHEAD	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36846259	12-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH BUILDING/WALL	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2813	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INEXPERIENCE					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36848224	13-August-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	NORTH	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	EAST	GOING STRAIGHT AHEAD	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36848278	13-August-2017	NASSAU	Cedarhurst Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	3521	49	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	GOING STRAIGHT AHEAD	3175	61	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36849155	14-August-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36849487	14-August-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	NORTH	GOING STRAIGHT AHEAD	7250	20	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BRAKES DEFECTIVE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	33	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NC	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36851619	09-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36852461	15-August-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	IL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36852500	16-August-2017	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FO	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36853855	16-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36854759	15-August-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3266	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	3616	21	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36854766	16-August-2017	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	5130	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	EAST	GOING STRAIGHT AHEAD	4559	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36854803	16-August-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	SLOWED OR STOPPING	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	OVERTAKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36855261	16-August-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	3259	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	5498	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 3	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 3438	<u>Drivers Age</u> 44	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36855734	<u>Accident Date</u> 16-August-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 23	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> M
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u> 36856772	<u>Accident Date</u> 16-August-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> ENTERING PARKED POSITION	<u>Registered Weight</u> 0	<u>Drivers Age</u> 50	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	35	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36858518	21-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	OVERTAKING	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36860234	21-August-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36860500	21-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36860944	22-August-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	MAKING LEFT TURN	3455	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36861900	18-August-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	MAKING LEFT TURN	2966	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4623	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36862251	24-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> OVERTAKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> U
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u> N	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u> 36863227	<u>Accident Date</u> 24-August-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 59	<u>Sex</u> M
	<u>Vehicle Type</u> TRUCK	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	0	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36864694	27-August-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING IN TRAFFIC	4463	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	2564	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36864884	24-August-2017	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3547	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TRAFFIC CONTROL DEVICES DISREGARDED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3115	72	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36866205	20-July-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3471	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	SLOWED OR STOPPING	3547	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36866214	24-August-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STARTING IN TRAFFIC	0	56	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	84	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36866218	27-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	3845	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	7	EAST	GOING STRAIGHT AHEAD	4593	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36870280	29-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	3408	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	PARKED	3035	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36870456	15-August-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	ENTERING PARKED POSITION	0	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36872695	31-August-2017	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 36	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36872820	<u>Accident Date</u> 01-September-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 3	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 17	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	2770	77	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	GOING STRAIGHT AHEAD	3577	47	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36874288	22-August-2017	NASSAU	Cedarhurst Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	MAKING RIGHT TURN	3547	51	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3217	93	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36876021	04-September-2017	NASSAU	Hempstead Town	HARRIS AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	ENTERING PARKED POSITION	2976	19	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE SPEED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	3100	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36876045	05-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36876047	05-September-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	PASSING OR LANE USAGE IMPROPERLY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	13	WEST	STOPPED IN TRAFFIC	0	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36876048	05-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4856	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 4211	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36877629	<u>Accident Date</u> 05-September-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> STARTING IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 36	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> DRIVER INATTENTION				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STARTING IN TRAFFIC	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36877633	05-September-2017	NASSAU	Hempstead Town	FOREST AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	88	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36879359	07-September-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36882329	09-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH BUILDING/WALL	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH-EAST	BACKING	3693	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	BACKING UNSAFELY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	SOUTH-WEST	PARKED	4610	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36883822	10-September-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	54	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	REACTION TO OTHER UNINVOLVED VEHICL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	40	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36889498	12-September-2017	NASSAU	Cedarhurst Village	PROSPECT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	OVERTAKING	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING RIGHT TURN	0	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36889525	13-September-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4675	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ILLNESS					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	4204	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36889542	14-September-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	OVERTAKING	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	FAILURE TO KEEP RIGHT					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	MAKING LEFT TURN	0	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36889566	13-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36890294	14-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36891926	12-September-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	8600	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 VIEW OBSTRUCTED/LIMITED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3630	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36892718	05-September-2017	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 BACKING UNSAFELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	74	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36892731	16-September-2017	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	SLOWED OR STOPPING	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	STOPPED IN TRAFFIC	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36893354	17-September-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	4	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4100	17	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	BRAKES DEFECTIVE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	STOPPED IN TRAFFIC	3473	29	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36897190	19-September-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4237	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	4263	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36897199	18-September-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36900014	23-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NC	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36903175	30-August-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	GOING STRAIGHT AHEAD	3519	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	OTHER	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36905734	26-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	SLOWED OR STOPPING	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36906612	27-September-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3209	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	2687	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36908146	28-September-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 DRIVER INATTENTION
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	42	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36908542	28-September-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	GOING STRAIGHT AHEAD	0	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	SOUTH-WEST	GOING STRAIGHT AHEAD	0	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BUS	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36910041	28-September-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36910103	04-May-2017	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	NOT APPLICABLE	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36910292	16-September-2017	NASSAU	Lawrence Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STOPPED IN TRAFFIC	5788	59	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	28	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED

2

NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36911318	01-October-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36913443	03-September-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	STARTING IN TRAFFIC	3151	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STARTING IN TRAFFIC	3629	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36915182	02-October-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	BACKING	0	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	BACKING	0	71	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	BACKING UNSAFELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36915189	02-October-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	0	59	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	MAKING RIGHT TURN	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36915219	30-September-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	16	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3344	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE SPEED				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36918732	05-October-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	NON-INJ

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3086	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	DRIVER INATTENTION				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	PARKED	4519	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	PARKED	2729	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36918749	05-October-2017	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING U TURN	5415	51	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3481	63	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36919588	06-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36919598	06-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	3415	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4489	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36924042	10-October-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NO PASSING ZONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TRAFFIC CONTROL DEVICES DISREGARDED				
	2	PASSING OR LANE USAGE IMPROPERLY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36925592	10-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BUS	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36925594	10-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	GOING STRAIGHT AHEAD	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	UNSAFE LANE CHANGE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36928093	10-October-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3603	49	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TIRE FAILURE/INADEQUATE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	3456	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36929494	11-October-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36930429	10-October-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3591	61	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3272	46	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36930563	12-April-2017	NASSAU	Cedarhurst Village	PROSPECT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	3388	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36931403	14-October-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	SLOWED OR STOPPING	0	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36931407	14-October-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	3877	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	TURNING IMPROPER					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	3423	47	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36931409	14-October-2017	NASSAU	Cedarhurst Village	OAKLAND AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	GOING STRAIGHT AHEAD	0	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36934033	16-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	2870	77	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3276	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36934051	11-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	PARKED	4178	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	SOUTH-WEST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36934146	16-October-2017	NASSAU	Cedarhurst Village	CARMAN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36934941	17-October-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	5088	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	3547	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36934955	28-September-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36935145	16-October-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36937417	17-October-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 47	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36940155	<u>Accident Date</u> 19-October-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 3463	<u>Drivers Age</u> 87	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> DRIVER INATTENTION				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3664	<u>Drivers Age</u> 24	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Case Number</u> 36940246	<u>Accident Date</u> 19-October-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 83	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	41	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36942890	22-October-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	46	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	0	45	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	REACTION TO OTHER UNINVOLVED VEHICL				
	2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36942895	23-October-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TIRE FAILURE/INADEQUATE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36942906	11-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	NOT ENTERED	NOT ENTERED	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NOT ENTERED	NOT ENTERED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT ENTERED	NOT ENTERED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36942912	23-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	INCAPA
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	GLARE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36943142	20-October-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36946246	23-October-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	CHANGING LANES	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36946524	17-October-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH FENCE	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3547	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	5130	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3521	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36947503	24-October-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36955171	30-October-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36956242	23-October-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING RIGHT TURN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36957128	28-October-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	23	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	REACTION TO OTHER UNINVOLVED VEHICL
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
--	------------------------

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36961039	16-October-2017	NASSAU	Hempstead Town	FRANKLIN PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING RIGHT TURN	7260	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 2762	<u>Drivers Age</u> 52	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 36961110	<u>Accident Date</u> 01-November-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> PED/BICYCLIST AT INTERSECTION	<u>Action of Ped/Bike</u> OTHER ACTIONS IN ROADWA	
<u>Number of Vehicles</u> 3	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH PEDESTRIAN	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 3493	<u>Drivers Age</u> 0	<u>Sex</u>
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	49	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	GOING STRAIGHT AHEAD	33000	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	2	UNKNOWN	GOING STRAIGHT AHEAD	9999	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36961911	02-November-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36962899	17-October-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	3498	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	3102	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36962936	03-November-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	0	82	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	ENTERING PARKED POSITION	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36963813	04-November-2017	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	91	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36965522	05-November-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	ENTERING PARKED POSITION	0	69	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36965523	05-November-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	SLOWED OR STOPPING	3749	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	STOPPED IN TRAFFIC	3476	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36967248	06-November-2017	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36967278	06-November-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STOPPED IN TRAFFIC	4076	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36967520	02-October-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	PARKED	3631	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH-EAST	GOING STRAIGHT AHEAD	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36971292	08-November-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	3096	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	33000	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36973505	09-November-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 71	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36973518	<u>Accident Date</u> 29-August-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> IRVING PL	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 19	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> ENTERING PARKED POSITION	<u>Registered Weight</u> 0	<u>Drivers Age</u> 42	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 36973519	<u>Accident Date</u> 21-August-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 18	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	NOT APPLICABLE	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36974001	09-November-2017	NASSAU	Cedarhurst Village	MAPLE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	4079	60	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TURNING IMPROPER
 2 ILLNESS

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	3138	27	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36974437	10-November-2017	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	ENTERING PARKED POSITION	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	BACKING UNSAFELY				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36980167	13-November-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	SOUTH	GOING STRAIGHT AHEAD	2742	29	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3404	81	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

1 UNSAFE SPEED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36981166	14-November-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING LEFT TURN	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36983076	01-September-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	66	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	70	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36985781	15-November-2017	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN ON RED	3020	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3115	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36985784	15-November-2017	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	OVERTAKING	2949	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4098	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36987676	17-November-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36992353	17-November-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36993364	20-November-2017	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	4529	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3505	17	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36993372	20-November-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	3175	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36994566	22-November-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	6800	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	4151	53	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36994570	21-November-2017	NASSAU	Cedarhurst Village	LOCUST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	STOPPED IN TRAFFIC	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
36994574	22-November-2017	NASSAU	Hempstead Town	IRVING PL	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	ENTERING PARKED POSITION	0	75	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36998271	24-November-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3532	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	VIEW OBSTRUCTED/LIMITED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3472	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36998936	24-November-2017	NASSAU	Hempstead Town	PIERMONT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH-EAST	MAKING LEFT TURN	4617	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
36999165	24-November-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	OTHER	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37002828	27-November-2017	NASSAU	Hempstead Town	PINE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STARTING IN TRAFFIC	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37011718	03-December-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	3498	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STARTING FROM PARKING	0	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	CT	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37011719	03-December-2017	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH	STARTING FROM PARKING	0	43	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	58	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37011721	01-December-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3704	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	8600	39	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37017575	06-December-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	MAKING LEFT TURN	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37017581	06-December-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH SIGN POST	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	84	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37019940	05-December-2017	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3184	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3254	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37019948	07-December-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37019962	07-December-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37019965	06-December-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 20	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NV	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37021062	<u>Accident Date</u> 08-December-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (WITH OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 6690	<u>Drivers Age</u> 25	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3138	<u>Drivers Age</u> 74	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37022043	<u>Accident Date</u> 10-December-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3181	<u>Drivers Age</u> 24	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37022045	10-December-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NOT APPLICABLE	NOT APPLICABLE	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH-WEST	MAKING LEFT TURN	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37028111	11-December-2017	NASSAU	Cedarhurst Village	PEARSALL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	SOUTH-EAST	MAKING LEFT TURN	4457	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	3117	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37028114	11-December-2017	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	41	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37028115	11-December-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3669	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3790	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37029160	20-November-2017	NASSAU	Cedarhurst Village	GROVE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	GLARE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37029164	04-December-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	NOT APPLICABLE	0	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 UNKNOWN
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37029590	05-December-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033476	13-December-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	CHANGING LANES	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37033483	14-December-2017	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	5142	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3349	87	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	2411	41	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033498	13-December-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033502	12-December-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	0	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033508	13-December-2017	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	ENTERING PARKED POSITION	0	66	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	TURNING IMPROPER				
	2	GLARE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	1	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37033509	28-November-2017	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	3794	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3570	32	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033511	14-December-2017	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	2982	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033513	22-November-2017	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	4463	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NOT APPLICABLE	NOT APPLICABLE	0	1	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37033522	13-December-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	4438	68	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3540	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	WEST	STOPPED IN TRAFFIC	3126	61	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37034601	16-December-2017	NASSAU	Cedarhurst Village	ARLINGTON RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37034627	15-December-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37034699	16-December-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	3556	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	4694	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37038084	06-December-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	5	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4001	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	DRIVER INATTENTION					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	GOING STRAIGHT AHEAD	3475	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	3457	70	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37040301	18-December-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING U TURN	5600	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	WEST	GOING STRAIGHT AHEAD	3096	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37041069	18-December-2017	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3340	71	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	3507	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37041109	05-December-2017	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING IN TRAFFIC	4422	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	STARTING IN TRAFFIC	2698	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37042180	19-December-2017	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37044602	20-December-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4401	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3010	48	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37044608	20-December-2017	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	ENTERING PARKED POSITION	0	52	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37047287	22-December-2017	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
5	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	MAKING LEFT TURN	5130	16	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	DRIVER INEXPERIENCE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	4561	63	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	DRIVER INATTENTION				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	STOPPED IN TRAFFIC	4080	49	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	0	NORTH	PARKED	2450	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	1	NORTH-EAST	PARKED	3755	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37047291	22-December-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 DRIVER INATTENTION
- 2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37047828	18-December-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	MAKING LEFT TURN	3796	85	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	3349	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
37047893	21-November-2017	NASSAU	Cedarhurst Village	W BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	3		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	5	SOUTH-WEST	GOING STRAIGHT AHEAD	3193	20	M	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	ALCOHOL INVOLVEMENT						
2	NOT APPLICABLE						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
37048143	23-December-2017	NASSAU	Hempstead Town	W BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0		

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING LEFT TURN	0	90	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	EAST	SLOWED OR STOPPING	3266	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37048656	24-December-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37048659	24-December-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37051711	21-December-2017	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37051989	06-September-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37056010	27-December-2017	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH FENCE	OTHER	0	1	NON-INJ
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3561	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37058632	30-December-2017	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	79	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37059548	14-December-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37059551	31-December-2017	NASSAU	Cedarhurst Village	BROADWAY CH	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	66	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TIRE FAILURE/INADEQUATE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37061831	27-December-2017	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	0	NORTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37061989	29-December-2017	NASSAU	Cedarhurst Village	PEARSALL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> U
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u> N	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> UNKNOWN				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> UNKNOWN				

<u>Case Number</u> 37064208	<u>Accident Date</u> 01-January-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> SIDESWIPE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 22	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MAKING RIGHT TURN	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37064274	20-December-2017	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	BACKING	0	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	BACKING UNSAFELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37064280	01-January-2018	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	GOING STRAIGHT AHEAD	4546	33	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PAVEMENT SLIPPERY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	3098	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37065216	02-January-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3311	26	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	ENTERING PARKED POSITION	4416	71	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37065254	02-January-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	REACTION TO OTHER UNINVOLVED VEHICL					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37066761	03-January-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3498	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3383	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37071876	06-January-2018	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37071884	05-January-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37071891	05-January-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37072811	05-January-2018	NASSAU	Hempstead Town	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37074892	20-December-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	4332	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3100	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37076334	28-December-2017	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	GOING STRAIGHT AHEAD	0	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSENGER DISTRACTION				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING LEFT TURN	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37076338	08-January-2018	NASSAU	Hempstead Town	HARRIS AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
SNOW/ICE	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3326	59	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3424	88	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37077501	09-January-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37078562	08-January-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37078700	09-January-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37079382	09-January-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37079473	09-January-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3184	<u>Drivers Age</u> 64	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37080863	<u>Accident Date</u> 10-January-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Woodsburgh Village	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> LEFT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING U TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 19	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	37	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37083178	11-January-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH PEDESTRIAN	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	0	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	FL	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	64	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37083202	11-January-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	0	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	NOT ENTERED	NOT ENTERED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	UNKNOWN				

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37083204	11-January-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37084190	11-January-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37084226	12-January-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	ENTERING PARKED POSITION	4496	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 5	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 61	<u>Sex</u> M
	<u>Vehicle Type</u> BUS	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37085777	<u>Accident Date</u> 28-December-2017	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> PED/BICYCLIST NOT AT INTERSECTION	<u>Action of Ped/Bike</u> CROSSING WITH SIGNAL	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH BICYCLIST	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL
<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 2570	<u>Drivers Age</u> 60	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> GLARE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	62	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BICYCLE	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37085778	10-January-2018	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-WEST	MAKING RIGHT TURN	3572	49	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING RIGHT TURN	2850	45	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37085781	14-January-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	CHANGING LANES	0	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	STOPPED IN TRAFFIC	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37085782	12-January-2018	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	3565	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37085785	14-January-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	HEAD ON	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	3184	81	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	3520	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37090021	15-January-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	OTHER	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4093	43	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37095658	17-January-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	NORTH	MAKING LEFT TURN	4141	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2641	72	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37096606	18-January-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37096612	18-January-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37096628	17-January-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	31	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37097348	14-January-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37097908	20-January-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	STARTING IN TRAFFIC	4000	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37099699	21-January-2018	NASSAU	Lawrence Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	72	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	DRIVER INEXPERIENCE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	24	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37104076	22-January-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37105407	09-January-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	4237	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	5075	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37108908	25-January-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	3217	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	3285	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH-EAST	STOPPED IN TRAFFIC	3096	35	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37108935	25-January-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	ENTERING PARKED POSITION	3646	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	IL	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37109067	25-January-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4369	66	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	ALCOHOL INVOLVEMENT
2	FATIGUED/DROWSY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	2595	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37109801	26-January-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37109905	27-January-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4067	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37113515	29-January-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	43	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37115928	30-January-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	4082	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	REACTION TO OTHER UNINVOLVED VEHICL					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37115937	30-January-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	GOING STRAIGHT AHEAD	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37118056	08-January-2018	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING RIGHT TURN	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TURNING IMPROPER
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37119707	28-January-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	PED/BICYCLIST NOT AT INTERSECTION	OTHER ACTIONS IN ROADWA	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH BICYCLIST	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	OTHER	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37123712	04-December-2017	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	78	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING LEFT TURN	0	72	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37125845	05-February-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	SLOWED OR STOPPING	0	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37125878	05-February-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	OVERTAKING	4263	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 12	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 61	<u>Sex</u> M
<u>Vehicle Type</u> BUS	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 37125879	<u>Accident Date</u> 05-January-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> SNOW/ICE	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 54	<u>Sex</u> M
<u>Vehicle Type</u> TRUCK	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37125972	04-February-2018	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH CURBING	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3685	43	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	REACTION TO OTHER UNINVOLVED VEHICL				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37125984	05-February-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	3224	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	ALCOHOL INVOLVEMENT					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37127666	01-February-2018	NASSAU	Cedarhurst Village	CHURCH AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3790	59	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	74	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PEDESTRIAN'S ERROR/CONFUSION
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37129247	06-February-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	14	EAST	MAKING RIGHT TURN	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	PARKED	2930	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37129254	06-February-2018	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	ENTERING PARKED POSITION	0	75	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37135597	04-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 UNSAFE LANE CHANGE
- 2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37135598	08-February-2018	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	2547	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37135600	08-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3591	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37137218	30-January-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	STOPPED IN TRAFFIC	3483	66	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37141631	07-February-2018	NASSAU	Lawrence Village	FROST LN		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MERGING	0	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	44	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37143741	13-February-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	STOPPED IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37145524	13-February-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37146240	07-February-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3252	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4413	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37147791	16-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	PASSING TOO CLOSELY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37148094	11-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37148100	16-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37148792	<u>Accident Date</u> 03-February-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> PED/BICYCLIST AT INTERSECTION	<u>Action of Ped/Bike</u> CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH PEDESTRIAN	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 3272	<u>Drivers Age</u> 59	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PEDESTRIAN'S ERROR/CONFUSION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37149128	12-February-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH BUILDING/WALL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37150421	19-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	CHANGING LANES	2690	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	2779	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37150684	04-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	PARKED	3878	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 0	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37151956	<u>Accident Date</u> 14-February-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 2412	<u>Drivers Age</u> 61	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	4113	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37154288	18-February-2018	NASSAU	Hempstead Town	CRESCENT ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3555	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	49	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	PEDESTRIAN		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT ENTERED				
	2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37156604	09-February-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	OVERTAKING	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37157549	23-February-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING LEFT TURN	3072	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3076	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37157556	23-February-2018	NASSAU	Hempstead Town	IRVING PL	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3476	26	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3120	53	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37157564	23-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3996	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2598	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37158894	25-February-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	OTHER NON-COLLISION	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT DEFECTIVE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37159469	25-February-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STARTING FROM PARKING	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	WEST	GOING STRAIGHT AHEAD	3888	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37163024	27-February-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	3493	84	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	STOPPED IN TRAFFIC	3285	57	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37163030	26-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STARTING IN TRAFFIC	6625	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MERGING	3114	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37163034	27-February-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH TREE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4126	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37163048	28-February-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3424	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	ILLNESS				
2	DRIVER INATTENTION				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	5655	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37164541	28-February-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4139	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3587	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37164542	28-February-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3547	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37168388	04-March-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3328	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	PARKED	33000	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37170918	02-March-2018	NASSAU	Hempstead Town	WOODMERE BLVD	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4588	62	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAF CNTRL DEV IMPROPER/NON-WRKING
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3498	19	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37172814	06-March-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH PEDESTRIAN	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	87	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	0	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37174987	07-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SLUSH	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	2952	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3476	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37175000	07-March-2018	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	0	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 LANE MARKING IMPROPER/INADEQUATE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	0	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37175004	07-March-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
SNOW/ICE	STRAIGHT AND LEVEL	SLEET/HAIL/FREEZING RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	3466	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4089	22	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37177256	05-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	BACKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37177274	09-March-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	OVERTAKING	3404	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PASSING OR LANE USAGE IMPROPERLY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STARTING IN TRAFFIC	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37178825	11-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3250	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	3834	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37185144	12-March-2018	NASSAU	Lawrence Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING LEFT TURN	2729	51	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	73	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37185649	14-March-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37187120	14-March-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	3456	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4830	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37187173	13-March-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	STOPPED IN TRAFFIC	3481	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3640	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FOLLOWING TOO CLOSELY					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37187954	16-February-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3008	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4546	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37187988	15-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3175	21	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3277	53	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37188753	16-March-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3411	48	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	PARKED	3316	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37189609	18-March-2018	NASSAU	Cedarhurst Village	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	0	36	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	0	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37196377	02-March-2018	NASSAU	Hempstead Town	LAFAYETTE PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	GOING STRAIGHT AHEAD	0	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	5150	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37196378	20-March-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	3209	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37198981	11-March-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	3151	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	2519	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37200681	20-March-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	2805	62	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 3845	<u>Drivers Age</u> 60	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 37205755	<u>Accident Date</u> 26-March-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> BACKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 28	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> BACKING UNSAFELY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37206843	01-March-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3483	52	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	ALCOHOL INVOLVEMENT				

2

UNSAFE SPEED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37207135	05-March-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4594	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3417	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37209789	12-March-2018	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	CHANGING LANES	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNSAFE LANE CHANGE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 55	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37209827	<u>Accident Date</u> 12-March-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> BURNSIDE AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> BACKING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 46	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> BACKING UNSAFELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37211123	26-March-2018	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	0	47	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE LANE CHANGE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	42	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37211134	26-March-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	STARTING IN TRAFFIC	3337	18	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	0	31	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NJ	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH-WEST	STOPPED IN TRAFFIC	4092	50	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37213330	29-March-2018	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3400	16	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	3794	38	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37213650	28-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2976	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3882	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37213963	30-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH TREE	OTHER	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4631	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INEXPERIENCE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37214311	07-March-2018	NASSAU	Cedarhurst Village	OXFORD RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING RIGHT TURN	3783	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	5748	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37217949	01-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	4439	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	3755	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37218658	31-March-2018	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37221302	04-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	8	EAST	MAKING LEFT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4127	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37222434	04-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING RIGHT TURN	2856	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	GOING STRAIGHT AHEAD	0	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37222904	06-April-2018	NASSAU	Hempstead Town	NEW ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	PARKED	6044	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3435	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37223527	04-April-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	3263	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	6955	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37223544	05-April-2018	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	ENTERING PARKED POSITION	3310	80	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	4439	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37223818	06-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4700	73	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	MAKING LEFT TURN	4000	58	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37224363	04-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	STOPPED IN TRAFFIC	3848	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER	NY	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	NORTH	STOPPED IN TRAFFIC	4329	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	NORTH	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37225790	06-April-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3461	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	DE	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37227384	10-April-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	17950	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	NORTH-EAST	MAKING LEFT TURN	0	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37227390	09-April-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	ENTERING PARKED POSITION	23000	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	3076	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37227645	08-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	BACKING	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37229733	10-April-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	ENTERING PARKED POSITION	3316	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 VIEW OBSTRUCTED/LIMITED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	PARKED	3591	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37229825	02-April-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	UNKNOWN	UNKNOWN	2692	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT ENTERED				
2	NOT ENTERED				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	UNKNOWN	UNKNOWN	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT ENTERED				
2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37231209	11-April-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING LEFT TURN	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37231564	10-April-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37233397	13-April-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING U TURN	9000	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PASSING OR LANE USAGE IMPROPERLY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	OVERTAKING	3699	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE SPEED					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37233403	12-April-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	ENTERING PARKED POSITION	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37234141	02-April-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3402	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	8550	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37234165	13-April-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	4499	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	3296	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	DRIVER INATTENTION				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37234802	12-April-2018	NASSAU	Lawrence Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	STOPPED IN TRAFFIC	0	60	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	CHANGING LANES	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	UNSAFE LANE CHANGE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37236111	15-April-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3685	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4236	71	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37236576	15-April-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	MAKING LEFT TURN	4470	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	UN	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	SOUTH	GOING STRAIGHT AHEAD	4861	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37236585	14-April-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	GOING STRAIGHT AHEAD	4933	37	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	2762	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37237742	16-April-2018	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4438	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	IL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2611	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37239498	16-April-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	4079	63	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAFFIC CONTROL DEVICES DISREGARDED
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	3878	33	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	TRAFFIC CONTROL DEVICES DISREGARDED

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37239527	16-April-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3111	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	3184	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37240256	31-March-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	0	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37240620	13-April-2018	NASSAU	Hempstead Town	CRESCENT ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AT HILLCREST	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4377	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3589	53	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	STOPPED IN TRAFFIC	10100	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37243263	19-April-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4499	51	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	TRAF CNTRL DEV IMPROPER/NON-WRKing

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	2695	17	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37243271	19-April-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	POLICE/FIRE EMERGENCY	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	OVERTAKING	4246	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37243284	19-April-2018	NASSAU	Hempstead Town	FRANKLIN PL	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	0	35	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	MAKING LEFT TURN	4339	31	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37244033	21-April-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37244062	21-April-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4430	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	MAKING RIGHT TURN	2687	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37246026	22-April-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3117	75	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	SLOWED OR STOPPING	3247	56	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	3476	54	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37246032	23-April-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37246035	22-April-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2668	83	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	5614	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37247055	16-January-2018	NASSAU	Cedarhurst Village	PEARSALL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	4108	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37249223	12-March-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	STOPPED IN TRAFFIC	4237	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	GOING STRAIGHT AHEAD	4122	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37252142	24-April-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	SLOWED OR STOPPING	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 32	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 37254780	<u>Accident Date</u> 25-April-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 42	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37262877	01-May-2018	NASSAU	Hempstead Town	FRANKLIN AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	OVERTAKING	3787	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 4	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 3984	<u>Drivers Age</u> 51	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37268458	<u>Accident Date</u> 24-April-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> UNKNOWN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT TURN (AGAINST OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 2943	<u>Drivers Age</u> 92	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2690	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37270623	05-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3750	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	NORTH	STARTING FROM PARKING	4416	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	UNSAFE LANE CHANGE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	PARKED	4360	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37271442	07-May-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	GOING STRAIGHT AHEAD	13360	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAF CNTRL DEV IMPROPER/NON-WRKING					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3133	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37277207	11-May-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	3186	52	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37277209	11-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	STARTING FROM PARKING	4332	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	ZS	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	4436	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37277377	11-May-2018	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37278278	20-April-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2837	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	25	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	UN	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	3252	54	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37278674	13-May-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	SLOWED OR STOPPING	0	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37279312	13-May-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4237	69	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	2985	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37279320	13-May-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	GOING STRAIGHT AHEAD	4297	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	SLOWED OR STOPPING	2627	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37280123	24-April-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	GOING STRAIGHT AHEAD	0	80	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37280914	14-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	OVERTAKING	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	ENTERING PARKED POSITION	9100	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37284389	16-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	3996	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3561	69	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37284845	16-May-2018	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	4846	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4217	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37284846	16-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	33	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37284852	27-April-2018	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	FLASHING LIGHT	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	CHANGING LANES	0	58	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	UNSAFE LANE CHANGE				
2	UNKNOWN				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37287759	17-May-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	WA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	2983	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37289589	19-May-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3400	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	OT	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	2687	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37289595	18-May-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	4210	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4480	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37290237	16-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	PARKED	3481	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	25	SOUTH	STARTING IN TRAFFIC	0	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37295311	22-May-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2394	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	CHANGING LANES	2855	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37299604	18-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	ENTERING PARKED POSITION	4225	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37300470	24-May-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3481	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	5263	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37300550	25-May-2018	NASSAU	Hempstead Town	PINE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	3771	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	17	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BICYCLE	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37300551	25-May-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	SLOWED OR STOPPING	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NJ	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37300562	24-May-2018	NASSAU	Cedarhurst Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	0	40	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO KEEP RIGHT
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	0	49	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37305939	28-May-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	SOUTH-WEST	MAKING LEFT TURN	4332	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	FAILURE TO YIELD RIGHT OF WAY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3642	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37309881	30-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37309882	30-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2548	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OTHER (VEHICLE)					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	4231	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37311114	30-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37311672	<u>Accident Date</u> 01-June-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 62	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37311939	01-June-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING AGAINST SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3807	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37312314	01-June-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING LEFT TURN	2432	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	DRIVER INATTENTION				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37313853	04-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	4507	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	3496	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37315515	04-June-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3175	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3305	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37319287	30-May-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	0	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OVERSIZED VEHICLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37321300	05-June-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST AT INTERSECTION	CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	4198	43	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	31	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37321886	07-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	2687	93	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3507	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	STOPPED IN TRAFFIC	4332	36	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37321959	06-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	MAKING LEFT TURN	5297	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	3250	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37321961	06-June-2018	NASSAU	Hempstead Town	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3157	24	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3326	31	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37323266	01-June-2018	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	PARKED	4650	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37323990	10-June-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	4346	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	GOING STRAIGHT AHEAD	4384	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37324013	10-June-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3610	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	STOPPED IN TRAFFIC	4237	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37324152	09-June-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	3901	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	ENTERING PARKED POSITION	3700	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37327120	04-June-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	PARKED	4300	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	UNKNOWN	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37327851	11-June-2018	NASSAU	Hempstead Town	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	SOUTH	GOING STRAIGHT AHEAD	3646	16	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	5128	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37327884	11-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	5198	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	2976	84	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37328677	12-June-2018	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	ENTERING PARKED POSITION	4237	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	PARKED	4295	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37328681	12-June-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING RIGHT TURN	3316	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37330275	13-June-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37332250	11-June-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING RIGHT TURN	4453	53	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	54	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37332801	14-June-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3254	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	4129	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37332807	14-June-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	GOING STRAIGHT AHEAD	3781	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37332835	14-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	560	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
MOTORCYCLE	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37332837	14-June-2018	NASSAU	Woodsburgh Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	3170	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	STOPPED IN TRAFFIC	4414	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37332871	14-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING U TURN	3546	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37333011	14-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH PEDESTRIAN	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	BACKING	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	BACKING UNSAFELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NOT APPLICABLE	NOT APPLICABLE	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
PEDESTRIAN		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37333811	15-June-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4235	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	4237	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37333814	15-June-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37333824	15-June-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STARTING FROM PARKING	4496	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	4457	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37333832	15-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4144	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	3307	68	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37335442	17-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	OTHER NON-COLLISION	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	2856	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37335468	18-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	OTHER	0	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3497	55	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37339904	18-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER BARRIER	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4111	78	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37339948	19-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	GOING STRAIGHT AHEAD	3096	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	NORTH-EAST	MAKING RIGHT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BUS			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	LANE MARKING IMPROPER/INADEQUATE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37342771	20-June-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3281	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	STOPPED IN TRAFFIC	3402	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37346516	19-May-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	5366	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	UNKNOWN					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	GOING STRAIGHT AHEAD	2747	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37346527	22-June-2018	NASSAU	Lawrence Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3896	70	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3523	34	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	STOPPED IN TRAFFIC	4344	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37349318	20-June-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT/ GRADE	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	5516	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	3392	62	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37350802	26-June-2018	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MERGING	3660	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	5713	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	Y	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37353291	27-June-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING LEFT TURN	0	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5713	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37353311	26-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	6	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	65	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37353313	17-June-2018	NASSAU	Cedarhurst Village	CEDARHURST AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING RIGHT TURN	3683	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	WEST	GOING STRAIGHT AHEAD	3603	81	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37353317	26-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	2611	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	6	NORTH	GOING STRAIGHT AHEAD	5757	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37353321	11-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	15000	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37353503	27-June-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	PARKED	3481	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	UNKNOWN	UNKNOWN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37355238	28-June-2018	NASSAU	Lawrence Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37355246	17-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3546	75	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	4790	35	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	FAILURE TO YIELD RIGHT OF WAY				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37355452	29-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	0	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	FL	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	STOPPED IN TRAFFIC	5855	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37356097	29-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3695	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37356776	30-June-2018	NASSAU	Hempstead Town	PIERMONT AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MERGING	3775	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3383	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37360553	03-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	3279	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	5642	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37361356	03-July-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	2411	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4605	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37361383	03-July-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3773	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 2762	<u>Drivers Age</u> 51	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 37361512	<u>Accident Date</u> 03-July-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 3483	<u>Drivers Age</u> 19	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3800	<u>Drivers Age</u> 56	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37364938	<u>Accident Date</u> 05-July-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 3840	<u>Drivers Age</u> 71	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	SLOWED OR STOPPING	2760	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37364952	05-July-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4865	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4414	34	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37364956	06-July-2018	NASSAU	Hempstead Town	DAUB AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	MAKING LEFT TURN	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TURNING IMPROPER				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	3513	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37366544	06-July-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37366677	05-July-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING LEFT TURN	3780	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37370193	09-July-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4339	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	UNSAFE SPEED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	4416	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37377532	12-July-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	SLOWED OR STOPPING	0	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37377547	12-July-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3557	90	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING RIGHT TURN	3310	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	PARKED	3567	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37382956	16-July-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3025	57	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	3587	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37386765	17-July-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	SLOWED OR STOPPING	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37386772	11-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	PARKED	4414	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	EAST	UNKNOWN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37386777	17-July-2018	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	0	47	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37392805	19-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	NON-INC
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3424	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	PARKED	3138	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-EAST	STARTING IN TRAFFIC	4904	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37394437	20-July-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4802	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	MAKING LEFT TURN	4457	68	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37395838	19-July-2018	NASSAU	Hempstead Town	FRANKLIN PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	PARKED	3565	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH-WEST	MAKING RIGHT TURN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	AGGRESSIVE DRIVING/ROAD RAGE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37400500	24-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	GOING STRAIGHT AHEAD	2548	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	4334	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37400570	18-July-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3591	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	3254	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37400571	18-July-2018	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	51000	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OUTSIDE CAR DISTRACTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 3969	<u>Drivers Age</u> 55	<u>Sex</u> F
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Case Number</u> 37400578	<u>Accident Date</u> 12-July-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> PED/BICYCLIST AT INTERSECTION	<u>Action of Ped/Bike</u> ALONG HIGHWAY AGAINST T	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH BICYCLIST	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> NON-INC

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 2546	<u>Drivers Age</u> 50	<u>Sex</u> M
<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N		
<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY					
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BICYCLE		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37400582	25-July-2018	NASSAU	Hempstead Town	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	3175	26	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	CELL PHONE (HAND HELD)					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	3704	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37400592	24-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STARTING IN TRAFFIC	25995	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3100	64	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37402925	26-July-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	SLOWED OR STOPPING	3285	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	3483	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37403388	23-July-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3371	17	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3376	33	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	2976	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37403447	27-July-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37409445	26-July-2018	NASSAU	Hempstead Town	HARRIS AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	0	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	AR	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37409448	31-July-2018	NASSAU	Hempstead Town	DAUB AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	4181	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 BACKING UNSAFELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37413115	13-July-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	UNKNOWN	GOING STRAIGHT AHEAD	9880	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT ENTERED				
2	NOT ENTERED				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	UNKNOWN	STARTING FROM PARKING	3456	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT ENTERED				
2	NOT ENTERED				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37413956	02-August-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37413966	02-August-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	GOING STRAIGHT AHEAD	4048	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH-EAST	STOPPED IN TRAFFIC	4605	16	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	NORTH-EAST	STOPPED IN TRAFFIC	4329	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37413982	02-August-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	MAKING LEFT TURN	4377	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	GLARE					

2 NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3862	<u>Drivers Age</u> 42	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37414587	<u>Accident Date</u> 03-August-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> SIDESWIPE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 64	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> Y	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 ALCOHOL INVOLVEMENT
- 2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	0	63	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37418265	05-August-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3483	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	GOING STRAIGHT AHEAD	2855	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	FL	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37420042	01-August-2018	NASSAU	Hempstead Town	CRESCENT ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	UNKNOWN	3902	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37428231	09-August-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3426	68	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	38	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37430315	24-July-2018	NASSAU	Hempstead Town	NEW ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	NOT ENTERED	NOT ENTERED	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NOT ENTERED	NOT ENTERED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNKNOWN					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37432867	09-August-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH-WEST	MAKING LEFT TURN	3163	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	3115	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37432878	14-August-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2693	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	5212	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37432919	13-August-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3248	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3281	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433007	28-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4616	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2792	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433021	10-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
5	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	84	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	DRIVER INATTENTION					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	4414	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	3	NORTH-EAST	STOPPED IN TRAFFIC	4853	40	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	1	NORTH-EAST	STOPPED IN TRAFFIC	5234	23	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u> 5	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 4743	<u>Drivers Age</u> 17	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37433067	<u>Accident Date</u> 13-August-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3997	<u>Drivers Age</u> 37	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433073	14-August-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2044	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433079	15-August-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	ENTERING PARKED POSITION	4339	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	PARKED	3215	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433207	13-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	4402	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	4478	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433270	08-August-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING FROM PARKING	4416	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4362	28	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433337	08-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3481	86	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	3858	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433345	09-August-2018	NASSAU	Hempstead Town	HAMILTON AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	MAKING LEFT TURN	0	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	SLOWED OR STOPPING	0	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433374	08-August-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING LEFT TURN	80000	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	SLOWED OR STOPPING	4593	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433419	07-August-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3917	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3255	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433427	14-August-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	CURVE AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	2610	24	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3250	24	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37433480	03-August-2018	NASSAU	Cedarhurst Village	CEDARHURST AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	SLOWED OR STOPPING	0	50	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	TRUCK	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37433481	30-July-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	SLOWED OR STOPPING	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FOLLOWING TOO CLOSELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	0	30	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37434419	29-July-2018	NASSAU	Cedarhurst Village	CHURCH AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
37435945	17-August-2018	NASSAU	Cedarhurst Village	W BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	PROPERTY DAMAGE AND INJURY	COLL. W/LIGHT SUPPORT/UTILITY	OTHER	0	2		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	2	WEST	GOING STRAIGHT AHEAD	3483	69	F	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	UNSAFE SPEED						
2	NOT APPLICABLE						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
37437529	15-August-2018	NASSAU	Hempstead Town	BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0		

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	STOPPED IN TRAFFIC	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP		N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37438539	01-August-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	4194	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	80000	47	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY		N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37438551	07-August-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	3569	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37438604	18-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	STARTING IN TRAFFIC	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STARTING IN TRAFFIC	0	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37439472	12-June-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH-EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 PASSING OR LANE USAGE IMPROPERLY
 2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37439974	20-August-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	3502	79	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 3547	<u>Drivers Age</u> 31	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37439976	<u>Accident Date</u> 20-August-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> SPRUCE ST	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH OTHER	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> OTHER	<u>Registered Weight</u> 3877	<u>Drivers Age</u> 60	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> UNKNOWN				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37443686	22-August-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	ENTERING PARKED POSITION	5950	42	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37445199	22-August-2018	NASSAU	Lawrence Village	MARGARET AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING LEFT TURN	3953	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	3456	80	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37447888	24-August-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	PARKED	3413	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	BACKING	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37449921	27-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	PARKED	4058	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	GOING STRAIGHT AHEAD	3028	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37451846	28-August-2018	NASSAU	Lawrence Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	GLARE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37456285	30-August-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	EAST	SLOWED OR STOPPING	3381	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 UNSAFE SPEED
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	0	32	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	OT	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	2	EAST	STOPPED IN TRAFFIC	4645	61	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37456379	30-August-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3126	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3240	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37456387	29-August-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	2943	38	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	SLOWED OR STOPPING	4989	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37456392	30-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3542	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	CT	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37457071	31-August-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	2690	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3838	46	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37457084	31-August-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	4358	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO KEEP RIGHT					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3685	42	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37457095	31-August-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	3248	71	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STOPPED IN TRAFFIC	4181	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37457103	31-August-2018	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	2943	74	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 REACTION TO OTHER UNINVOLVED VEHICL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3231	76	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37457115	31-August-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING RIGHT TURN	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 TURNING IMPROPER
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	EAST	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37458419	29-August-2018	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING LEFT TURN	3208	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3457	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37461557	30-August-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	2897	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	3398	60	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37478111	12-September-2018	NASSAU	Woodsburgh Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	3366	84	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STARTING IN TRAFFIC	17999	34	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37478388	12-September-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	43	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	SLOWED OR STOPPING	0	66	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478411	05-September-2018	NASSAU	Hempstead Town	FRANKLIN PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	MAKING RIGHT TURN	0	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING RIGHT TURN	0	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478423	07-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	PARKED	3722	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-EAST	UNKNOWN	3177	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478491	09-September-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	5492	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	35	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37478511	05-September-2018	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	GOING STRAIGHT AHEAD	5509	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478607	13-September-2018	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH	GOING STRAIGHT AHEAD	0	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 REACTION TO OTHER UNINVOLVED VEHICL
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	NORTH	PARKED	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478620	05-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3591	60	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	Y	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	REACTION TO OTHER UNINVOLVED VEHICL				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
27	NORTH	GOING STRAIGHT AHEAD	0	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
BUS	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37478630	12-September-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	CHANGING LANES	4063	54	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	UNSAFE LANE CHANGE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STARTING IN TRAFFIC	3507	51	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478843	04-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	4237	62	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	VA	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478845	04-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	0	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478904	14-September-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3405	59	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	STOPPED IN TRAFFIC	3391	19	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37478995	05-September-2018	NASSAU	Cedarhurst Village	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-WEST	GOING STRAIGHT AHEAD	3954	38	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	DRIVER INATTENTION
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-WEST	GOING STRAIGHT AHEAD	4186	44	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37478999	09-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	OVERTAKING	3878	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	3483	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37479117	14-September-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4151	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	4270	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37480197	14-September-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	ENTERING PARKED POSITION	4060	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	ENTERING PARKED POSITION	3869	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37480594	10-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	2649	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 0	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FAILURE TO YIELD RIGHT OF WAY				
	2	NOT APPLICABLE				

<u>Case Number</u> 37480599	<u>Accident Date</u> 30-August-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> LOCUST AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	UNKNOWN	0	0	U
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37480613	12-September-2018	NASSAU	Woodsburgh Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	STOPPED IN TRAFFIC	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37481930	16-September-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	BACKING	4277	19	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	FL	N	Y	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 BACKING UNSAFELY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	8	WEST	GOING STRAIGHT AHEAD	0	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37481931	16-September-2018	NASSAU	Cedarhurst Village	SPRUCE ST		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3790	64	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
5	NORTH	SLOWED OR STOPPING	4363	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37484682	28-August-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	STARTING FROM PARKING	3481	90	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	GOING STRAIGHT AHEAD	3002	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37485738	06-August-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	3	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	NORTH	GOING STRAIGHT AHEAD	4292	40	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4101	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37485747	17-September-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	4237	74	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4740	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37485758	17-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	STOPPED IN TRAFFIC	3483	80	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FOLLOWING TOO CLOSELY
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37488019	19-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH FENCE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3159	89	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSENGER DISTRACTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37490243	20-September-2018	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	2816	43	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	6297	57	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	GOING STRAIGHT AHEAD	2291	29	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37491000	20-September-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	60000	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING RIGHT TURN	3391	88	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37491008	20-September-2018	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	0	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37491044	21-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3878	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	EAST	GOING STRAIGHT AHEAD	0	43	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37491767	21-September-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING LEFT TURN	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	GOING STRAIGHT AHEAD	0	53	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37492396	21-September-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (WITH OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	PARKED	3493	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	ENTERING PARKED POSITION	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37493538	23-September-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	0	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MD	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37495561	23-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH-EAST	SLOWED OR STOPPING	2780	23	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-EAST	STOPPED IN TRAFFIC	4359	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37496590	18-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	REACTION TO OTHER UNINVOLVED VEHICL					
2	PASSING OR LANE USAGE IMPROPERLY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37497252	25-September-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3635	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 5274	<u>Drivers Age</u> 39	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> MD	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37500800	<u>Accident Date</u> 26-September-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 3574	<u>Drivers Age</u> 78	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> OUTSIDE CAR DISTRACTION				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> PASSENGER DISTRACTION				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	MAKING LEFT TURN	3569	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37500804	27-September-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	3413	76	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					

2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	MAKING RIGHT TURN	3335	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37500876	27-September-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	22	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 FAILURE TO YIELD RIGHT OF WAY
- 2 TRAFFIC CONTROL DEVICES DISREGARDED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	GOING STRAIGHT AHEAD	0	52	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37500903	27-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	MAKING LEFT TURN	4494	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	WEST	GOING STRAIGHT AHEAD	3138	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37500924	27-September-2018	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	BACKING	0	23	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	GA	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH	BACKING	4275	39	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37501798	28-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	2950	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	FOLLOWING TOO CLOSELY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	3821	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37501866	28-September-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	0	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37502396	29-September-2018	NASSAU	Cedarhurst Village	PACIFIC AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	PARKED	4024	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	GOING STRAIGHT AHEAD	0	43	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37502418	28-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	DRIVER INATTENTION					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37502440	28-September-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	BACKING	3373	73	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY		N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 44	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> MD	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37503139	<u>Accident Date</u> 28-September-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> OCEANPOINT AVE	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 1	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH OTHER FIXED OBJECT	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> UNKNOWN	<u>Pre-Accd Action</u> UNKNOWN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u> U
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37503202	28-September-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	FAILURE TO YIELD RIGHT OF WAY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37515847	24-September-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	IL	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	6000	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TRAFFIC CONTROL DEVICES DISREGARDED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37519098	07-October-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	4327	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 36	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37521560	<u>Accident Date</u> 02-October-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 3	<u>Accident Class</u> PROPERTY DAMAGE AND INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4863	<u>Drivers Age</u> 42	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	4508	43	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	STOPPED IN TRAFFIC	2980	26	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37521571	07-October-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	CURVE AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	MAKING LEFT TURN	2788	56	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	WEST	GOING STRAIGHT AHEAD	2820	32	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37521618	07-October-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	2668	54	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	UNSAFE LANE CHANGE					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	2824	22	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37521620	08-October-2018	NASSAU	Cedarhurst Village	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	3878	28	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	13810	53	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
TRUCK	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37521702	03-October-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	5810	46	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3164	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37522012	04-October-2018	NASSAU	Lawrence Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	STARTING FROM PARKING	0	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u> 37522957	<u>Accident Date</u> 02-October-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLOUDY	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37524635	24-September-2018	NASSAU	Hempstead Town	HARRIS AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	BACKING	2864	46	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	BACKING UNSAFELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	BACKING	5178	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37525652	11-October-2018	NASSAU	Cedarhurst Village	DERBY AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH BICYCLIST	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	9500	64	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	BICYCLE		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37525654	11-October-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	2	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	GOING STRAIGHT AHEAD	0	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	TRAFFIC CONTROL DEVICES DISREGARDED				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	3961	37	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	4942	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	MD	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37525658	12-October-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	2793	78	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3693	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	STOPPED IN TRAFFIC	3653	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37525732	12-October-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	YIELD SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	GOING STRAIGHT AHEAD	4310	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	EAST	STOPPED IN TRAFFIC	5130	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u> 37526626	<u>Accident Date</u> 24-September-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> HARRIS AVE	<u>Reference Marker</u>
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<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE
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<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 3911	<u>Drivers Age</u> 0	<u>Sex</u>
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<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N
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<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 0	<u>Dir of Travel</u> UNKNOWN	<u>Pre-Accd Action</u> UNKNOWN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 0	<u>Sex</u>
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<u>Vehicle Type</u> OTHER	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N
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<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY
<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37528194	14-October-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	GOING STRAIGHT AHEAD	3215	28	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	4262	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37530691	05-October-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	BACKING	3263	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	PARKED	4067	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37530746	14-October-2018	NASSAU	Cedarhurst Village	AUERBACH LN	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	49	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP		Y	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	SLOWED OR STOPPING	4199	40	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37532649	16-October-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	MAKING RIGHT TURN	3616	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	5606	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37543256	22-October-2018	NASSAU	Hempstead Town	FRANKLIN AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	PED/BICYCLIST NOT AT INTERSECTION	CROSSING WITH SIGNAL	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	NON-INC

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	0	65	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	Y	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37543269	19-October-2018	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3230	63	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4872	29	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37543530	20-October-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH CURBING	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	46	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	Y	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 ALCOHOL INVOLVEMENT
- 2 PASSING OR LANE USAGE IMPROPERLY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37543543	19-October-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT/ GRADE	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	1	POSSIBI
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	2403	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 56	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37543642	<u>Accident Date</u> 18-October-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 81	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING OR LANE USAGE IMPROPERLY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> MAKING LEFT TURN	<u>Registered Weight</u> 3513	<u>Drivers Age</u> 52	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37543664	<u>Accident Date</u> 19-October-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> W BROADWAY	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> NON-REPORTABLE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT ANGLE	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH-EAST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 0	<u>Drivers Age</u> 34	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NJ	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> DRIVER INATTENTION				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	0	44	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37543684	23-October-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	4101	33	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	GOING STRAIGHT AHEAD	4181	46	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37545379	24-October-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING RIGHT TURN	4292	44	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	MAKING RIGHT TURN	2460	73	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37545424	23-October-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	9500	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	EAST	STOPPED IN TRAFFIC	3268	29	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	EAST	STOPPED IN TRAFFIC	3253	34	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37545444	23-October-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING RIGHT TURN	0	30	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	3935	53	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37547613	25-October-2018	NASSAU	Hempstead Town	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	CHANGING LANES	3907	56	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	33	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	SC	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37548583	25-October-2018	NASSAU	Hempstead Town	MILL RD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (WITH OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	5733	39	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 FAILURE TO YIELD RIGHT OF WAY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH-WEST	GOING STRAIGHT AHEAD	4790	71	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37549867	26-October-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	4113	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	PARKED	5864	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
0	WEST	GOING STRAIGHT AHEAD	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37550690	28-September-2018	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	3	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	UNKNOWN	STOPPED IN TRAFFIC	3899	29	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	GOING STRAIGHT AHEAD	0	23	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	GA	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
--	------------------------

1 NOT ENTERED
 2 NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37551521	27-October-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3065	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> EAST	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3373	<u>Drivers Age</u> 64	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37561762	<u>Accident Date</u> 28-October-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> CENTRAL AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> RIGHT TURN (WITH OTHER CAR)	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> MAKING RIGHT TURN	<u>Registered Weight</u> 4483	<u>Drivers Age</u> 36	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TURNING IMPROPER				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> TURNING IMPROPER				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	5486	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37562856	02-November-2018	NASSAU	Cedarhurst Village	BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	36	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37563541	02-November-2018	NASSAU	Cedarhurst Village	LEROY AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE	COLLISION WITH FIRE HYDRANT	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	5	SOUTH	MAKING LEFT TURN	0	32	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NJ	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 TIRE FAILURE/INADEQUATE
- 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37565644	04-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING LEFT TURN	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 3	<u>Dir of Travel</u> NORTH-WEST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 60	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37566419	<u>Accident Date</u> 05-September-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Lawrence Village	<u>Street</u> MARGARET AVE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> STOP SIGN	<u>Location Ped/Bike</u> PED/BICYCLIST AT INTERSECTION	<u>Action of Ped/Bike</u> CROSSING/ NO SIGNAL/ MARI	
<u>Number of Vehicles</u> 1	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH PEDESTRIAN	<u>Manner of Collision</u> OTHER	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> INCAPA

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4049	<u>Drivers Age</u> 59	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> TRAFFIC CONTROL DEVICES DISREGARDED				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> DRIVER INATTENTION				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	88	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
PEDESTRIAN		N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37566885	16-October-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
4	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3425	25	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRUGS (ILLEGAL)					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	3877	22	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	STOPPED IN TRAFFIC	0	20	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	MA	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	1	SOUTH	STOPPED IN TRAFFIC	4237	23	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37569975	06-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	2962	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	4339	50	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37570043	01-November-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	4038	72	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	4201	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	VIEW OBSTRUCTED/LIMITED					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37572030	07-November-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	BACKING	4237	89	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	PARKED	2816	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	PARKED	3480	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37574553	07-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	CURVE AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	STOPPED IN TRAFFIC	0	31	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37575323	09-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	LEFT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	3126	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	2952	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INEXPERIENCE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37575326	09-November-2018	NASSAU	Hempstead Town	W BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3389	41	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	REACTION TO OTHER UNINVOLVED VEHICL
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-WEST	GOING STRAIGHT AHEAD	3366	23	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37575356	08-November-2018	NASSAU	Hempstead Town	HARRIS AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	3389	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-EAST	GOING STRAIGHT AHEAD	0	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37586328	13-November-2018	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	4609	82	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	66	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37586631	13-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	11500	27	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	2272	67	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37587715	13-November-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	MAKING LEFT TURN	3755	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					

2 UNSAFE LANE CHANGE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	79000	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37590838	13-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	UNKNOWN	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	PARKED	3556	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	OTHER	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37592330	16-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	MAKING LEFT TURN	2777	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FAILURE TO YIELD RIGHT OF WAY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	GOING STRAIGHT AHEAD	3542	70	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37594815	15-November-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	SNOW	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-WEST	MAKING RIGHT TURN	3456	87	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	4465	67	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37594848	19-November-2018	NASSAU	Cedarhurst Village	COLUMBIA AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	STARTING FROM PARKING	3764	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	3250	66	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37597881	20-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3310	20	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	UNKNOWN					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	5731	39	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37599030	20-November-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	CHANGING LANES	2976	25	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2701	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37599032	20-November-2018	NASSAU	Hempstead Town	FRANKLIN PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	3957	80	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	MAKING RIGHT TURN	2326	70	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37601350	21-November-2018	NASSAU	Lawrence Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	SLOWED OR STOPPING	3465	20	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	3686	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37601370	21-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	4329	57	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TIRE FAILURE/INADEQUATE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	3287	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37601399	22-November-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	4181	40	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	CHANGING LANES	3196	27	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37602357	22-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	OTHER NON-COLLISION	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	71	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37607616	26-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	MAKING LEFT TURN	5156	40	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	MAKING LEFT TURN	3314	38	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37607644	26-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	SLOWED OR STOPPING	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37607697	26-November-2018	NASSAU	Hempstead Town	IRVING PL		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	NORTH	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37607705	27-November-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	GOING STRAIGHT AHEAD	4489	44	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING OR LANE USAGE IMPROPERLY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	NORTH	MAKING LEFT TURN	4068	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37607706	27-November-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	37	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	FL	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37610379	26-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	2627	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	PAVEMENT SLIPPERY					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MAKING LEFT TURN	4332	33	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37610383	28-November-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING RIGHT TURN	0	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
BUS	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	GOING STRAIGHT AHEAD	0	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37612061	28-November-2018	NASSAU	Woodsburgh Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	0	35	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	UN	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING LEFT TURN	3783	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37612062	29-November-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH OTHER FIXED OBJECT	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	0	32	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OVERSIZED VEHICLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37613548	30-November-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	33	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FOLLOWING TOO CLOSELY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	STOPPED IN TRAFFIC	0	49	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37614325	01-December-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	4	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3439	55	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PAVEMENT SLIPPERY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	4	NORTH	SLOWED OR STOPPING	2998	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37614331	01-December-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	0	72	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	UNKNOWN

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	MAKING RIGHT TURN	0	60	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY

2

UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37615996	02-December-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	34	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	PAVEMENT SLIPPERY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	56	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37620428	05-November-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
UNKNOWN	UNKNOWN	UNKNOWN	UNKNOWN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	UNKNOWN	GOING STRAIGHT AHEAD	3303	29	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	UNKNOWN	STOPPED IN TRAFFIC	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT ENTERED					
2	NOT ENTERED					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37624882	04-December-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	MAKING LEFT TURN	3208	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3065	51	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37629097	06-December-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	STOPPED IN TRAFFIC	0	60	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	SOUTH	STOPPED IN TRAFFIC	0	46	F
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	SOUTH	GOING STRAIGHT AHEAD	0	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	FOLLOWING TOO CLOSELY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37633955	10-October-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	65	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	PARKED	3491	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u> 3	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH-WEST	<u>Pre-Accd Action</u> PARKED	<u>Registered Weight</u> 2828	<u>Drivers Age</u> 0	<u>Sex</u>
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37638881	<u>Accident Date</u> 11-December-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Cedarhurst Village	<u>Street</u> ROCKAWAY TPKE	<u>Reference Marker</u>	
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> INJURY	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 1	<u>Ext of Injuries</u> POSSIBL

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 4609	<u>Drivers Age</u> 36	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> FOLLOWING TOO CLOSELY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> SLOWED OR STOPPING	<u>Registered Weight</u> 0	<u>Drivers Age</u> 69	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NJ	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37638941	<u>Accident Date</u> 11-December-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> BROADWAY	<u>Reference Marker</u>
<u>Road Surface</u> DRY	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> CLEAR	<u>TrafficControls</u> NONE	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE

<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> OVERTAKING	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>
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<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> NORTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 0	<u>Drivers Age</u> 25	<u>Sex</u> M
	<u>Vehicle Type</u> OTHER	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PASSING TOO CLOSELY				

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	5333	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37638952	14-December-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	9500	65	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				

1 PASSING OR LANE USAGE IMPROPERLY
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH-EAST	GOING STRAIGHT AHEAD	3188	30	M
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP	NY	N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37639111	30-November-2018	NASSAU	Hempstead Town	WOODMERE BLVD		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
4	NORTH	GOING STRAIGHT AHEAD	32540	58	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
OTHER	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	PASSING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	GOING STRAIGHT AHEAD	2641	51	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37639112	09-December-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	CHANGING LANES	4359	30	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH	PARKED	4237	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37639113	09-December-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	0	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	OVERSIZED VEHICLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	NORTH	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37639285	11-December-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	3481	86	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	FAILURE TO YIELD RIGHT OF WAY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3193	73	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37639356	10-December-2018	NASSAU	Hempstead Town	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	NORTH-EAST	GOING STRAIGHT AHEAD	5898	41	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	PASSING TOO CLOSELY					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	STOPPED IN TRAFFIC	2745	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37639447	13-December-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	BACKING	3655	27	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BACKING UNSAFELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	STARTING FROM PARKING	4186	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37640303	15-December-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	STARTING IN TRAFFIC	3567	49	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	3	SOUTH-WEST	STOPPED IN TRAFFIC	4146	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37640331	14-December-2018	NASSAU	Cedarhurst Village	W BROADWAY	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	NON-REPORTABLE	COLLISION WITH GUIDE RAIL	OTHER	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	0	61	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	ALCOHOL INVOLVEMENT					

2

PASSING OR LANE USAGE IMPROPERLY

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37641092	09-December-2018	NASSAU	Cedarhurst Village	PACIFIC AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	PARKED	2976	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH	UNKNOWN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 PASSING OR LANE USAGE IMPROPERLY
- 2 UNKNOWN

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37644015	11-December-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-EAST	MAKING LEFT TURN	4478	17	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	EAST	GOING STRAIGHT AHEAD	4264	48	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	STOPPED IN TRAFFIC	4557	36	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37646039	30-November-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH-EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH-WEST	BACKING	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	BACKING UNSAFELY
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37646080	17-December-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING LEFT TURN	3373	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	31	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	MI	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37650224	18-December-2018	NASSAU	Lawrence Village	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	PED/BICYCLIST NOT AT INTERSECTION	CROSSING/ NO SIGNAL OR CR

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
1	PROPERTY DAMAGE AND INJURY	COLLISION WITH PEDESTRIAN	OTHER	0	1	INCAPA

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	NORTH	GOING STRAIGHT AHEAD	0	31	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NOT APPLICABLE	NOT APPLICABLE	0	81	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
PEDESTRIAN		N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PEDESTRIAN'S ERROR/CONFUSION

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37651568	20-December-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	SOUTH	GOING STRAIGHT AHEAD	3058	23	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	3570	49	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37651672	21-December-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	0	18	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u> 2	<u>Number of Occupants</u> 2	<u>Dir of Travel</u> WEST	<u>Pre-Accd Action</u> STOPPED IN TRAFFIC	<u>Registered Weight</u> 0	<u>Drivers Age</u> 37	<u>Sex</u> M
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> NOT APPLICABLE				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Case Number</u> 37651687	<u>Accident Date</u> 21-December-2018	<u>Region/County</u> NASSAU	<u>Municipality/Type</u> Hempstead Town	<u>Street</u> HARRIS AVE	<u>Reference Marker</u>	
<u>Road Surface</u> WET	<u>Road Cond</u> STRAIGHT AND LEVEL	<u>Weather</u> RAIN	<u>TrafficControls</u> TRAFFIC SIGNAL	<u>Location Ped/Bike</u> NOT APPLICABLE	<u>Action of Ped/Bike</u> NOT APPLICABLE	
<u>Number of Vehicles</u> 2	<u>Accident Class</u> PROPERTY DAMAGE	<u>Type of Accident</u> COLLISION WITH MOTOR VEHICLE	<u>Manner of Collision</u> REAR END	<u>Fatality</u> 0	<u>Injury</u> 0	<u>Ext of Injuries</u>

<u>Vehicle Number</u> 1	<u>Number of Occupants</u> 1	<u>Dir of Travel</u> SOUTH	<u>Pre-Accd Action</u> GOING STRAIGHT AHEAD	<u>Registered Weight</u> 3400	<u>Drivers Age</u> 25	<u>Sex</u> F
	<u>Vehicle Type</u> CAR/VAN/PICKUP	<u>State of Registration</u> NY	<u>Citation Issued</u> N	<u>School Bus Involved</u> N	<u>Property Damage</u> N	
	<u>Apparent Factor Sequence Number</u> 1	<u>Apparent Factor</u> PAVEMENT SLIPPERY				
	<u>Apparent Factor Sequence Number</u> 2	<u>Apparent Factor</u> NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	STOPPED IN TRAFFIC	5750	45	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37652534	22-December-2018	NASSAU	Lawrence Village	CENTRAL AVE	
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	MAKING RIGHT TURN	3299	77	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2 TURNING IMPROPER

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	7	WEST	MAKING RIGHT TURN	5562	41	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37652963	19-December-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	61	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	0	U
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	OTHER		N	N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	PASSING OR LANE USAGE IMPROPERLY				
	2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37654796	24-December-2018	NASSAU	Lawrence Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	STOPPED IN TRAFFIC	0	26	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	DRIVER INATTENTION				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH	STOPPED IN TRAFFIC	0	50	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37657959	07-December-2018	NASSAU	Cedarhurst Village	CENTRAL AVE	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	GOING STRAIGHT AHEAD	3159	70	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	PARKED	0	0	

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP			N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT ENTERED
2	NOT ENTERED

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37658641	26-December-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	SIDESWIPE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	WEST	MAKING RIGHT TURN	4009	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	TURNING IMPROPER					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	GOING STRAIGHT AHEAD	2792	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37661440	27-December-2018	NASSAU	Hempstead Town	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	GOING STRAIGHT AHEAD	3556	47	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	GLARE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	2792	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					

2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37661442	28-December-2018	NASSAU	Cedarhurst Village	W BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	MAKING RIGHT TURN	0	36	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	0	21	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37661503	27-December-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	2	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	2	EAST	MAKING U TURN	3387	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	GOING STRAIGHT AHEAD	2813	24	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37661510	28-December-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	EAST	GOING STRAIGHT AHEAD	2432	21	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	EAST	STOPPED IN TRAFFIC	2820	18	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37662267	28-December-2018	NASSAU	Cedarhurst Village	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	INJURY	COLLISION WITH MOTOR VEHICLE	REAR END	0	2	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	WEST	SLOWED OR STOPPING	3969	33	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					

2 NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	STOPPED IN TRAFFIC	4605	54	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37662311	29-December-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	CLOUDY	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
5	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	OTHER	0	4	

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	4	WEST	GOING STRAIGHT AHEAD	2741	30	F
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	Y	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

- 1 ALCOHOL INVOLVEMENT
- 2 PASSING OR LANE USAGE IMPROPERLY

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	PARKED	2752	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
3	1	WEST	PARKED	3173	0	
	<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
	CAR/VAN/PICKUP			N	N	
	<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
	1	NOT APPLICABLE				
	2	NOT APPLICABLE				

Vehicle Number

4

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

5

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	WEST	PARKED	3838	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>
37664522	30-December-2018	NASSAU	Hempstead Town	BROADWAY	

<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLOUDY	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE

<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT TURN (AGAINST OTHER CAR)	0	1	POSSIBL

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH	GOING STRAIGHT AHEAD	3076	47	F

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	PASSING OR LANE USAGE IMPROPERLY
2	NOT APPLICABLE

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	NORTH-EAST	MAKING RIGHT TURN	0	36	M

<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>
CAR/VAN/PICKUP	NY	N	N	N

<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>
1	NOT APPLICABLE
2	NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37665376	31-December-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	TRAFFIC SIGNAL	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE AND INJURY	COLLISION WITH MOTOR VEHICLE	RIGHT ANGLE	0	1	POSSIBL
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	4359	59	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FAILURE TO YIELD RIGHT OF WAY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	WEST	GOING STRAIGHT AHEAD	5462	45	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37670534	31-December-2018	NASSAU	Hempstead Town	HEWLETT PLZ		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH-WEST	PARKED	3038	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	0	SOUTH-WEST	UNKNOWN	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
OTHER			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	PASSING OR LANE USAGE IMPROPERLY					

2

NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37675238	07-December-2018	NASSAU	Hempstead Town	BROADWAY		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	OVERTAKING	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	3	WEST	PARKED	0	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
TRUCK			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	DRIVER INATTENTION					
2	NOT APPLICABLE					
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	2	WEST	PARKED	3532	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP			N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					

1 NOT APPLICABLE
 2 NOT APPLICABLE

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37675887	28-December-2018	NASSAU	Cedarhurst Village	ROCKAWAY TPKE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
WET	STRAIGHT AND LEVEL	RAIN	NONE	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
3	PROPERTY DAMAGE	COLLISION WITH MOTOR VEHICLE	OTHER	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	NORTH-EAST	ENTERING PARKED POSITION	3505	17	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	BRAKES DEFECTIVE					
2	PAVEMENT SLIPPERY					

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	SOUTH	PARKED	4832	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

Vehicle Number

3

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	NORTH	PARKED	3300	0	
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP			N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
37717331	21-December-2018	NASSAU	Cedarhurst Village	BURNSIDE AVE			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED	NOT ENTERED			NOT ENTERED
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
1	NON-REPORTABLE	NOT ENTERED	NOT ENTERED	0	0		
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>	
1	1	NOT ENTERED	NOT ENTERED	0	0		
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>			<u>Property Damage</u>	
OTHER	NY	N	N			N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>						
1	UNKNOWN						
2	UNKNOWN						

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>			<u>Reference Marker</u>
37808917	17-June-2018	NASSAU	Hempstead Town	W BROADWAY			
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>			<u>Action of Ped/Bike</u>
DRY	STRAIGHT AND LEVEL	CLEAR	NONE	NOT APPLICABLE			NOT APPLICABLE
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>	
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0		

Vehicle Number

1

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	39	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	FOLLOWING TOO CLOSELY				
2	NOT APPLICABLE				

Vehicle Number

2

<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	SOUTH-WEST	GOING STRAIGHT AHEAD	0	63	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>	
CAR/VAN/PICKUP	NY	N	N	N	
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>				
1	NOT APPLICABLE				
2	NOT APPLICABLE				

<u>Case Number</u>	<u>Accident Date</u>	<u>Region/County</u>	<u>Municipality/Type</u>	<u>Street</u>	<u>Reference Marker</u>	
37832411	23-July-2018	NASSAU	Cedarhurst Village	CENTRAL AVE		
<u>Road Surface</u>	<u>Road Cond</u>	<u>Weather</u>	<u>TrafficControls</u>	<u>Location Ped/Bike</u>	<u>Action of Ped/Bike</u>	
DRY	STRAIGHT AND LEVEL	CLEAR	STOP SIGN	NOT APPLICABLE	NOT APPLICABLE	
<u>Number of Vehicles</u>	<u>Accident Class</u>	<u>Type of Accident</u>	<u>Manner of Collision</u>	<u>Fatality</u>	<u>Injury</u>	<u>Ext of Injuries</u>
2	NON-REPORTABLE	COLLISION WITH MOTOR VEHICLE	REAR END	0	0	
<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
1	1	SOUTH	GOING STRAIGHT AHEAD	0	19	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	FOLLOWING TOO CLOSELY					
2	NOT APPLICABLE					

<u>Vehicle Number</u>	<u>Number of Occupants</u>	<u>Dir of Travel</u>	<u>Pre-Accd Action</u>	<u>Registered Weight</u>	<u>Drivers Age</u>	<u>Sex</u>
2	1	SOUTH	GOING STRAIGHT AHEAD	0	75	M
<u>Vehicle Type</u>	<u>State of Registration</u>	<u>Citation Issued</u>	<u>School Bus Involved</u>	<u>Property Damage</u>		
CAR/VAN/PICKUP	NY	N	N	N		
<u>Apparent Factor Sequence Number</u>	<u>Apparent Factor</u>					
1	NOT APPLICABLE					
2	NOT APPLICABLE					

