



Parks, Recreation and Historic Preservation

Snowmobile Unit 2016-17 Accident Report Summary

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INTRODUCTION

The operator of any snowmobile involved in an accident in New York State resulting in injuries to or death of any person, or in which property damage in the estimated amount of one thousand dollars or more is sustained, is required to report such accident to an appropriate law enforcement agency. That law enforcement agency will in turn submit to New York State Office of Parks, Recreation and Historic Preservation (OPRHP) their original snowmobile accident report. These requirements allow OPRHP to compile the accident reports into this yearly statistical summary. Each operator is also required to submit a civilian accident report, copies of which are available on the OPRHP Snowmobile Unit website at <https://parks.ny.gov/recreation/snowmobiles/documents.aspx>. While it is believed that most accidents are reported, it is likely that some go unreported.

This summary compiles accident statistics for the 2016-2017 snowmobile season. The snowmobile season coincides with the State's fiscal year, thus this summary includes all reported accidents that occurred from 4/1/2016 through 3/31/2017. Where the following text compares the current season to the previous four years, this refers to the 2012-2013 through 2015-2016 seasons.

In total, there were 183 reported accidents in 2016-17. These accidents involved 225 operators, and resulted in 127 injuries and 24 fatalities. Unsafe speed continues to be the leading primary factor. This is not necessarily exceeding the posted speed limit but operating too fast for environmental conditions and/or operator experience. Most accidents continue to be collisions with fixed objects, primarily trees, after the operator loses control and leaves the trail surface.

Additional detailed information on snowmobile accidents is included later in this document in charts and tables based on the tabulation of data collected from the completed reports. All percentages in this report are rounded to the nearest whole number.

SAFETY TIPS

The OPRHP Snowmobile Unit recommends the following to help ensure a safe, enjoyable and ethical snowmobile experience for everyone:

- All riders, not only youth, should complete a NYS Snowmobile Safety Course. This course helps establish a safety mindset and provides basic knowledge in safe, legal and ethical operation. Visit parks.ny.gov for course listings.
- Use caution while traveling across frozen waterways. Check local ice conditions, carry or wear a flotation device and self-rescue picks, limit travel at night and “if you don’t know, don’t go”.
- Use the buddy system; never ride alone.
- Leave a travel plan with destinations, time of return, and an emergency contact number with someone at home.
- Don’t drink and ride. Alcohol affects reaction time and judgment. Wait until you’re done riding for the day before consuming any alcoholic beverages. Encourage family and friends to do the same.
- Slow down. High speed operation leaves little room for mistakes and increases stopping distances. Many snowmobile fatalities could likely have been prevented if the operators were going slower.
- Always wear a helmet. Use of a helmet is required by law, and fatal accidents where helmets were not worn would likely have been much less severe otherwise. While not required, OPRHP also recommends use of a rigid chest/back protector to guard against severe internal injuries.
- Keep nighttime speeds below 45 M.P.H. to avoid outriding the headlights. At this speed, by the time a hazard is illuminated, there is not enough stopping distance to react to and avoid it.
- When riding in groups, always maintain a safe following distance of at least 3 seconds. Increase your following distance when travelling at night or when other factors like snow dust or inclement weather impair visibility.
- Respect private property. The majority of the snowmobile trails in the NYS OPRHP system are on private property. Snowmobile clubs invest significant time and effort to set up agreements with landowners each year. Riding outside the marked trails on private property is trespassing and may cause landowners to close their properties to trails. Also, the groomed trail surface is maintained by volunteers with safety being the primary goal, while deep snow off the trail may hide hazards. Stay within the marked trails and don’t cut corners.

OVERVIEW

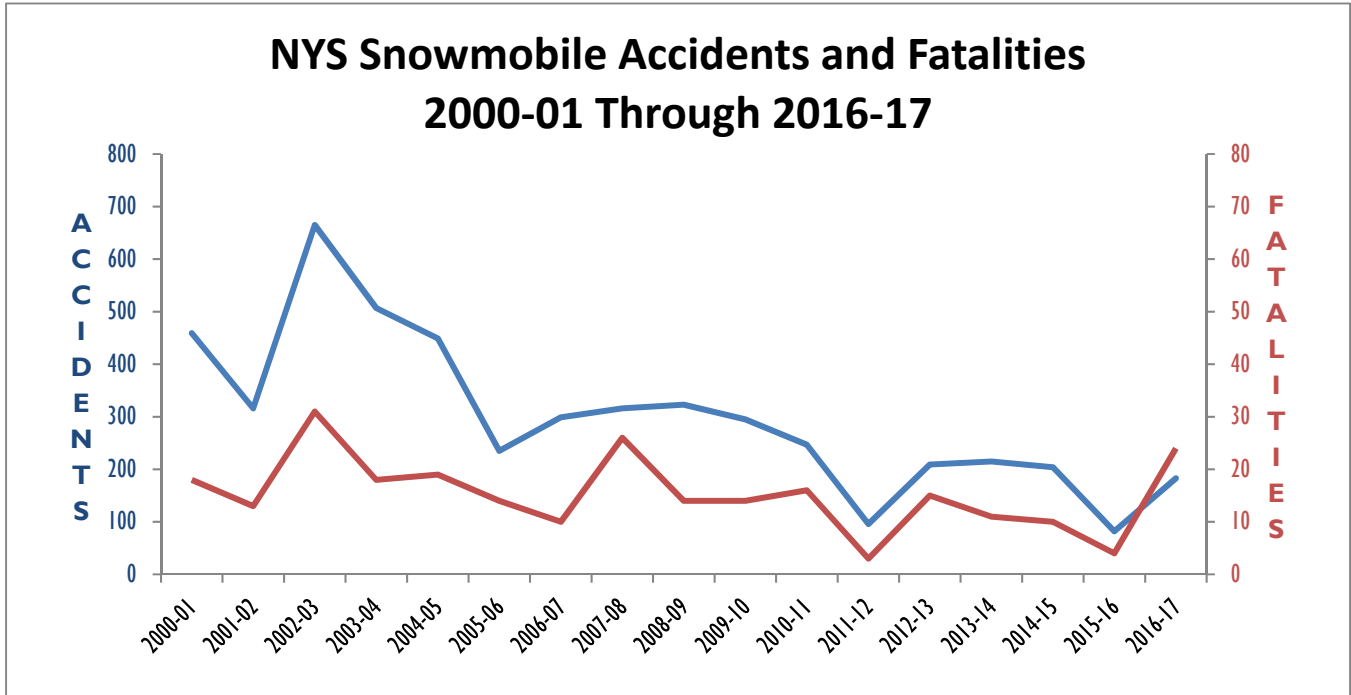


Figure 1

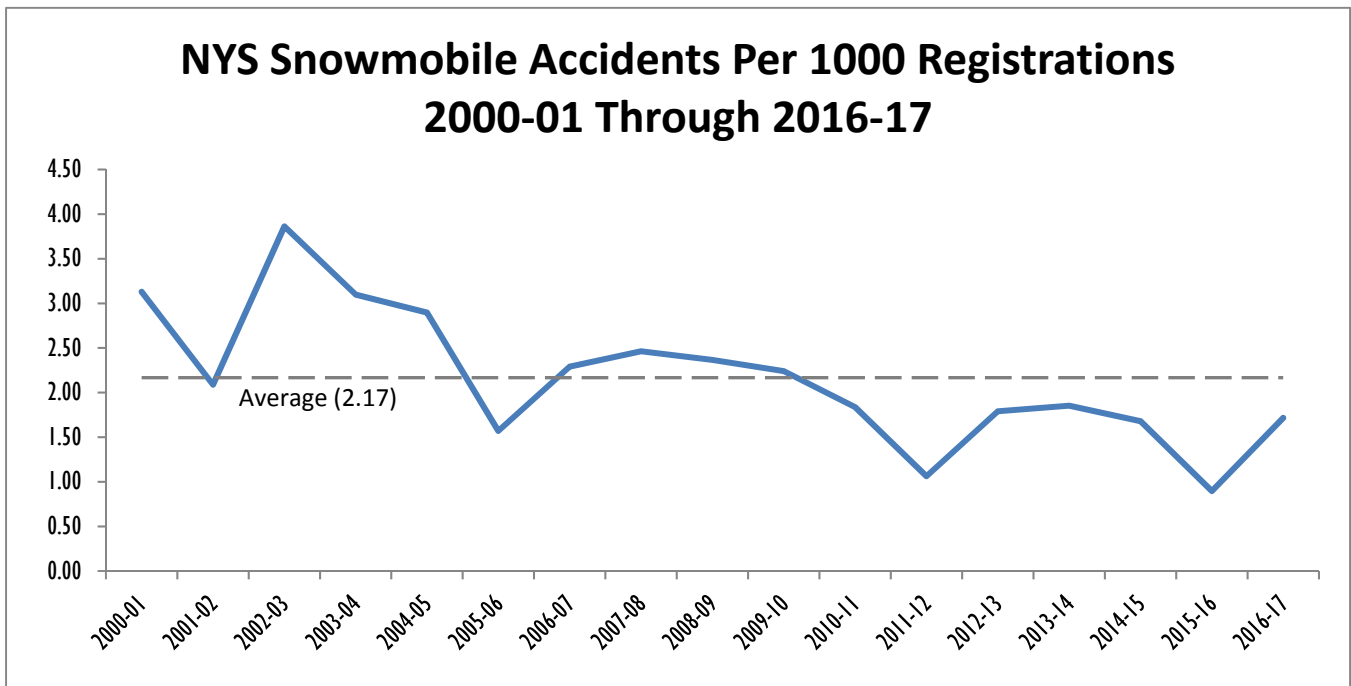


Figure 2

In total, there were 183 accidents in the 2016-17 season, 20 of which involved fatalities for 24 fatalities total (four were double fatal accidents). This is an increase from 2015-16, however snowfall and riding conditions in 16-17 were more favorable

leading to more registered snowmobiles and snowmobiling activity in general. While the number of accidents historically tracks closely with the number of registrations, when adjusted per 1000 registrations the accident totals are below the historical average, as shown in Figure 2. Detailed registration information is available in the Season Report at <https://parks.ny.gov/recreation/snowmobiles/documents.aspx>.

OPERATOR DEMOGRAPHICS

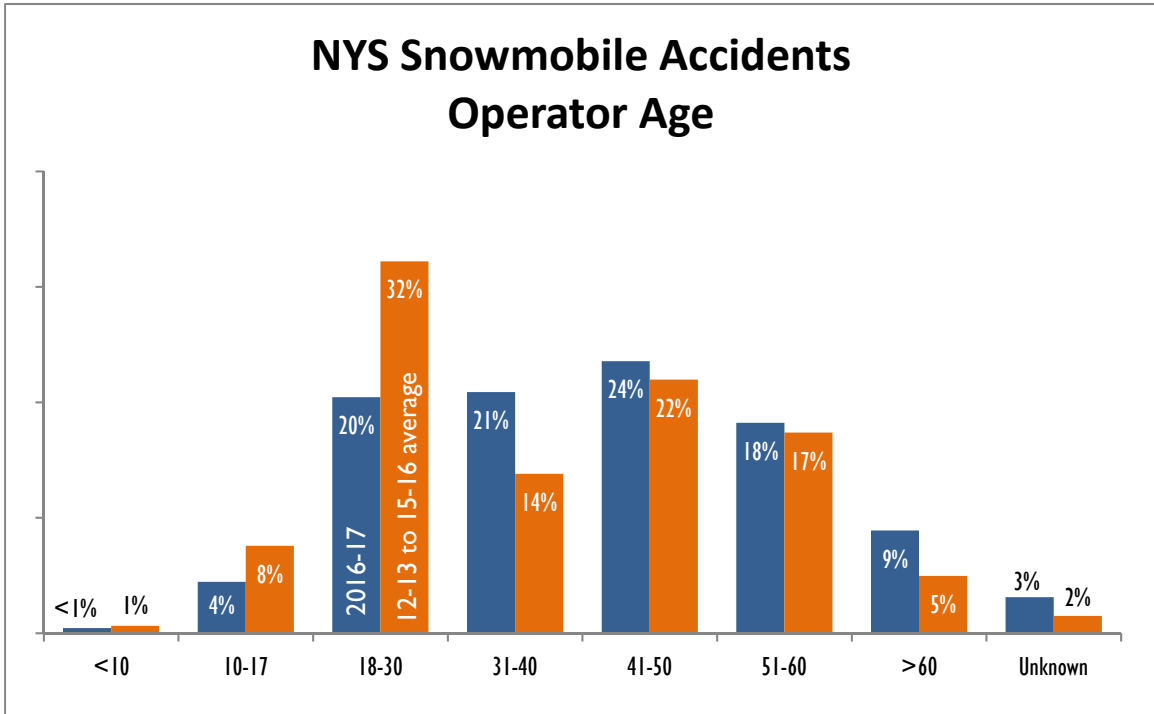


Figure 3

Operator Age

Compared to the past four seasons, 2016-17 saw a dramatic drop in accidents among those in the 18-30 age range (note: this range is larger than the others as there are operating restrictions for youth age 10-17, necessitating that age range be separate), and a significant drop in the 10-17 range (Figure 3). All ranges from 31 to over 60 saw corresponding increases. A possible factor here is operator safety education status. 38% of operators in the 10-30 age range had taken a snowmobile safety course, compared to 27% for

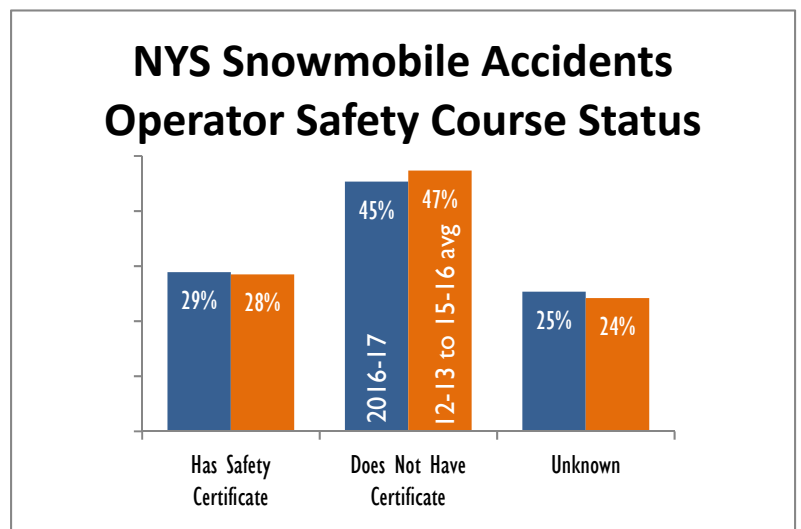


Figure 4

those 31 and over. However, because education status is unknown in 25% of all cases (Figure 4), it is difficult to draw a conclusion. It is possible that shifting ridership demographics in general is a factor as well.

Operator Safety Certificate Status

Overall, the share of operators involved in an accident who did not have a safety certificate dropped slightly (Figure 4). 25% of operators having unknown education status is a confounding factor.

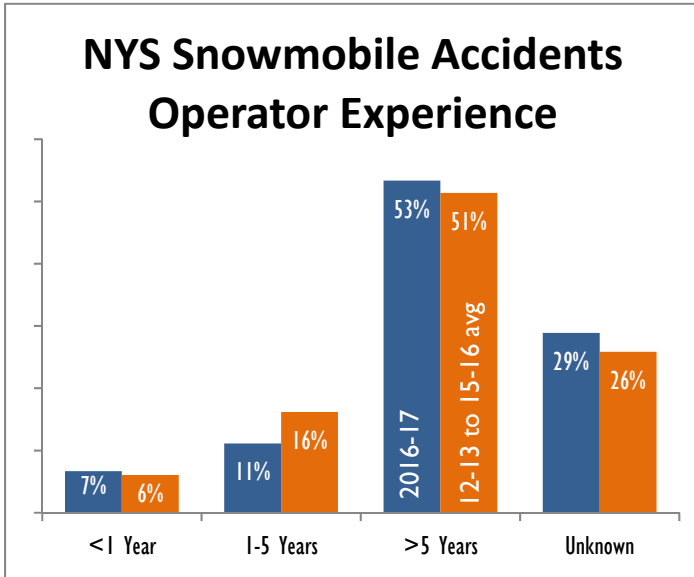


Figure 5

Operator Experience

The majority (53%) of operators involved in an accident have more than five years of experience operating a snowmobile (Figure 5). It is likely that most operators in general have more than five years of experience, though since this is not known it is impossible to determine if any group is over- or underrepresented. Additionally, a large share (29%) of operators have an unknown level of experience.

Operator Gender

The share of female operators involved in accidents rose from 16% to 21% (Figure 6). Sufficient demographic information is unavailable to determine if this is over- or underrepresentation, however increased interest in the sport by women is a possible explanation.

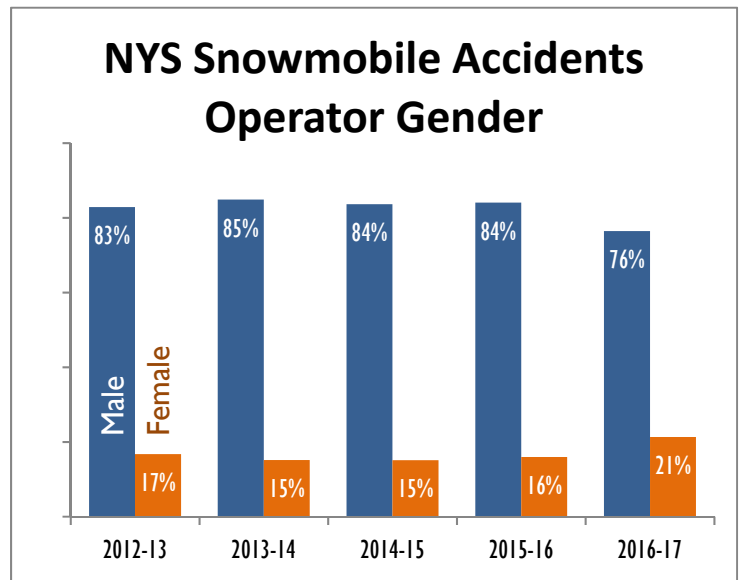


Figure 6

NYS Snowmobile Accidents NYS vs. Out of State Residents

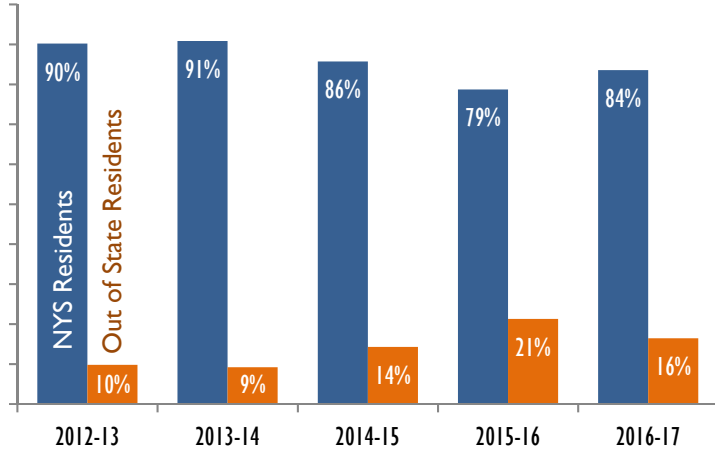


Figure 7

Operator Home State

Figure 7 compares in-state and out-of-state residents, based on the operator’s primary residence. Note that this is not based on the state the snowmobile was registered in, which may be different than primary residence. Rises and falls in the share of out-of-state residents involved in accidents correlate strongly with overall registration numbers, suggesting that during poor seasons there is more snowmobiling activity

from out-of-state residents. A breakdown

by state of residence for out-of-state operators involved in an accident in 2016-17 is provided in Figure 8.

2016-17 Snowmobile Accidents Out of State Operators by State	
PA	16
NJ	10
VA	3
FL, VT	2
CT, ID, MD, OH	1

Figure 8

ACCIDENT CHARACTERISTICS

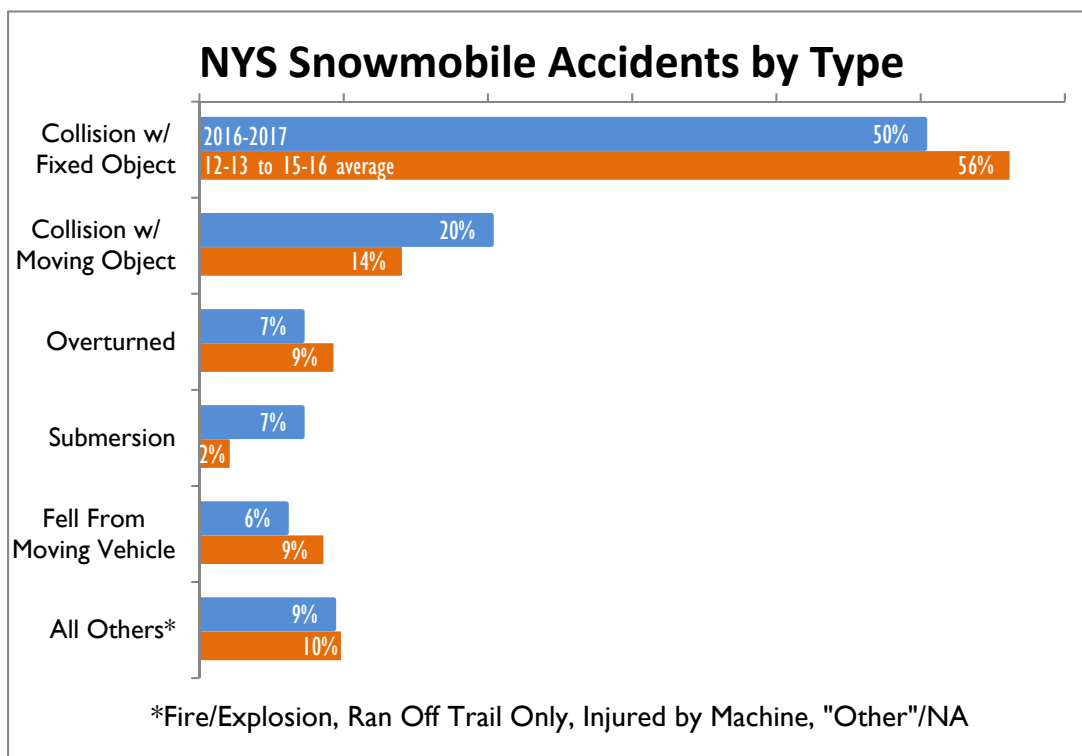


Figure 9

Accident Types

Most snowmobile accidents are single-vehicle (78% in 2016-17) collisions with fixed objects, usually trees, snowbanks, or ditches. (Figures 9, 10). This is consistent with a typical accident resulting from an operator traveling too fast for conditions and/or their own experience level, exiting the trail, and striking an object. Of the remaining multi-vehicle accidents (22%), the majority were collisions with moving objects, typically another snowmobile (70%). Notably, the share of collisions with moving objects and submersions markedly increased in 2016-17 compared to the previous four years.

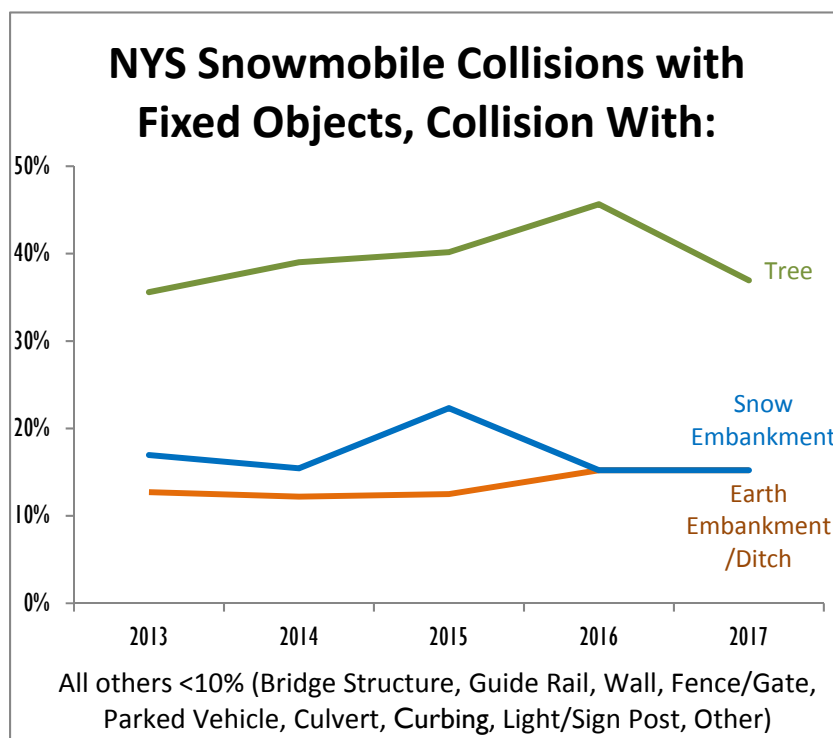


Figure 10

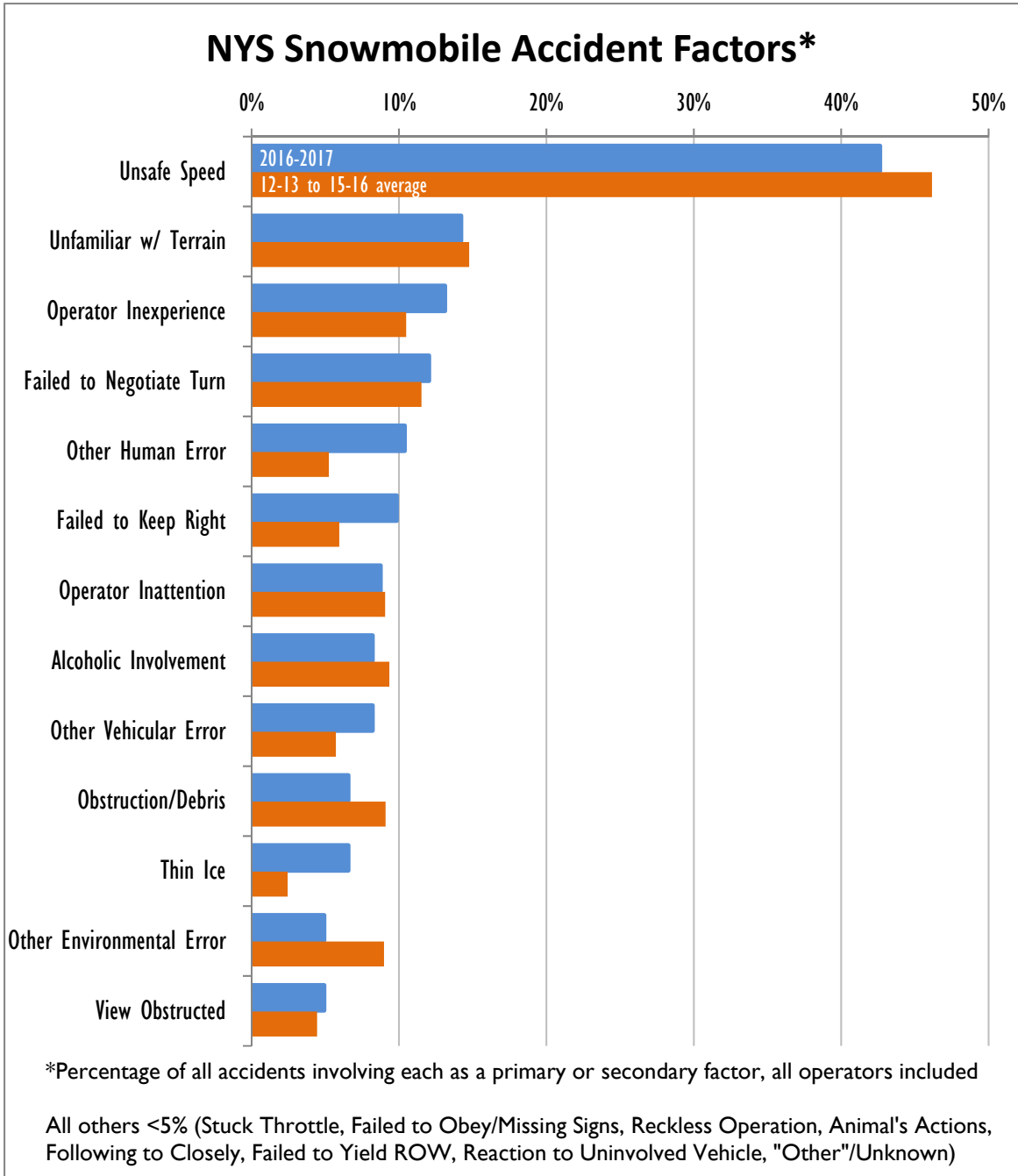
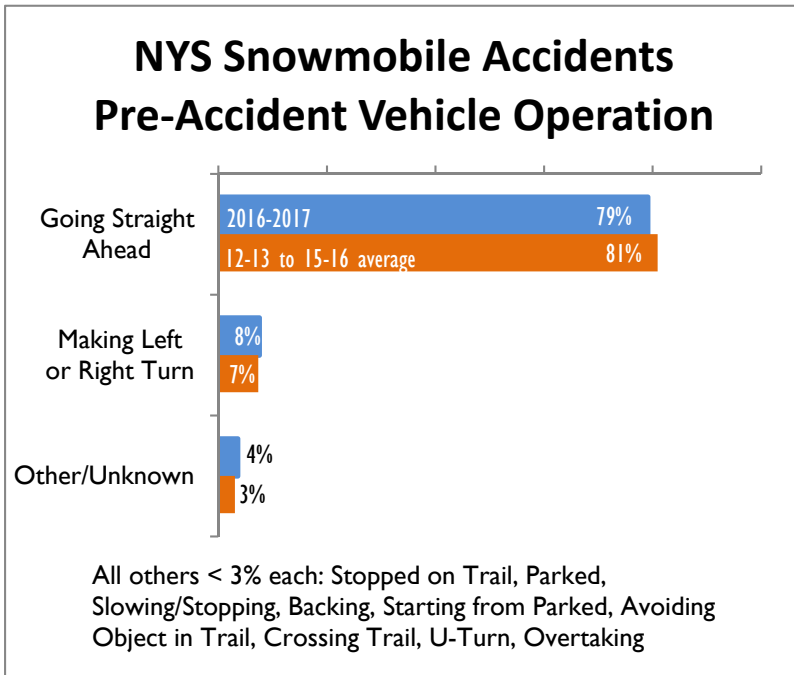


Figure 11

Accident Factors

Figure 11 lists the percentage of all accidents that include each contributing factor. Note that because accidents can have multiple operators and each operator can have a primary and secondary factor, the percentages total to more than 100%. Unsafe speed has been and continues to be the leading cause of snowmobile accidents. This is not necessarily exceeding the posted speed limit but operating too fast for environmental conditions and/or operator experience. Notable increases in 2016-17

are Other Human Error and Failed to Keep Right, which may coincide with the increase in multi-snowmobile collisions. Accidents involving Operator Inexperience and Thin Ice also notably increased. In 2016-17, Alcohol Involvement was a contributing factor in 8% of all accidents and 19% of fatal accidents; the average for the previous four years was 10% and 32% respectively.



Vehicle Operation

Pre-accident vehicle operation (Figure 12) is defined as the actions of the vehicle immediately prior to the accident, and does not include any last moment or evasive actions taken. Operation in the overwhelming majority of accidents is Going Straight Ahead, which is consistent with operation at excessive speeds. Given long flat (see “roadway character” in the next section) sections of trail, operators feel emboldened to increase their speed leading to loss of control and an accident. The Going

Straight Ahead category includes accidents involving vehicles which fail to negotiate a turn (the fourth most common factor, Figure 11) if they were not navigating the turn immediately prior to the accident.

ACCIDENT ENVIRONMENT

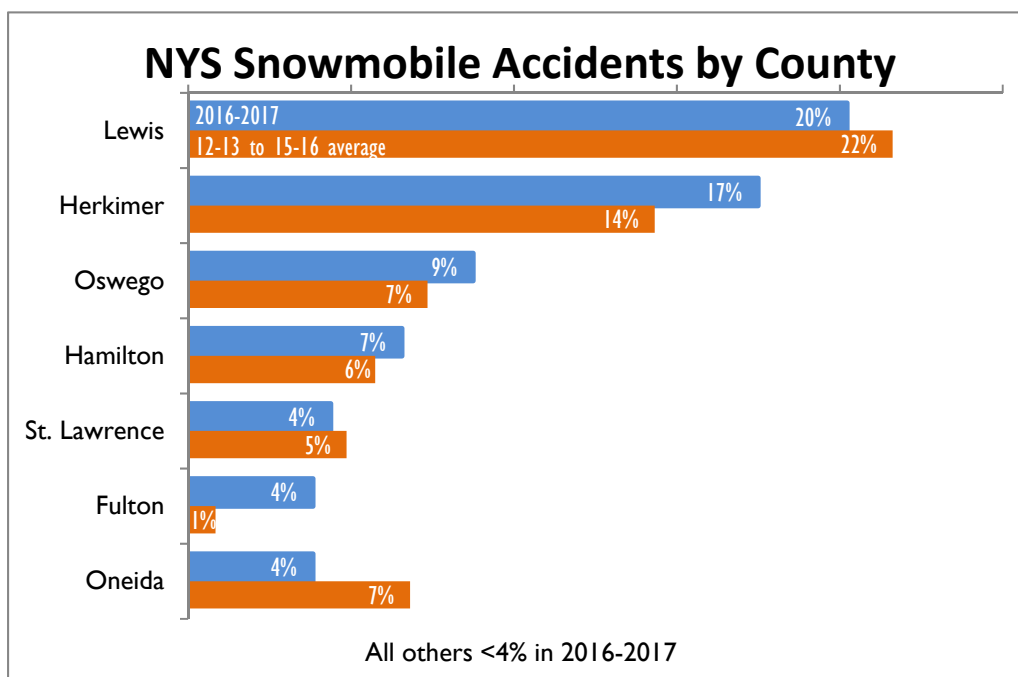


Figure 13

Accidents by County

Figure 13 lists accidents by county from most to least in 2016-17, and Figure 14 alphabetically. Lewis and Herkimer counties are two of the most popular snowmobiling destinations in New York State, with increased traffic and correspondingly increased accidents. The Tug Hill Plateau, an elevated area east of Lake Ontario which consistently receives significant snowfall, is centered in Lewis county and stretches into Oswego, Oneida, and Jefferson counties, accounting for the increased activity in those areas. Herkimer county includes the very popular Old Forge/Town of Webb private trail system within the Adirondack park, a premier snowmobiling destination, accounting for increased activity in that area.

2016-17 NYS Snowmobile Accidents by County (Alphabetical)			
Albany	1	Lewis	37
Cattaraugus	3	Livingston	1
Cayuga	1	Madison	5
Chautauqua	5	Monroe	1
Chenango	1	Oneida	7
Clinton	1	Onondaga	1
Cortland	3	Oswego	16
Delaware	4	Otsego	2
Dutchess	1	Rensselaer	3
Erie	5	Saratoga	5
Essex	4	Schenectady	1
Franklin	6	Schuyler	1
Fulton	7	St. Lawrence	8
Hamilton	12	Warren	1
Herkimer	32	Washington	2
Jefferson	2	Wayne	2
		Wyoming	2

Figure 14

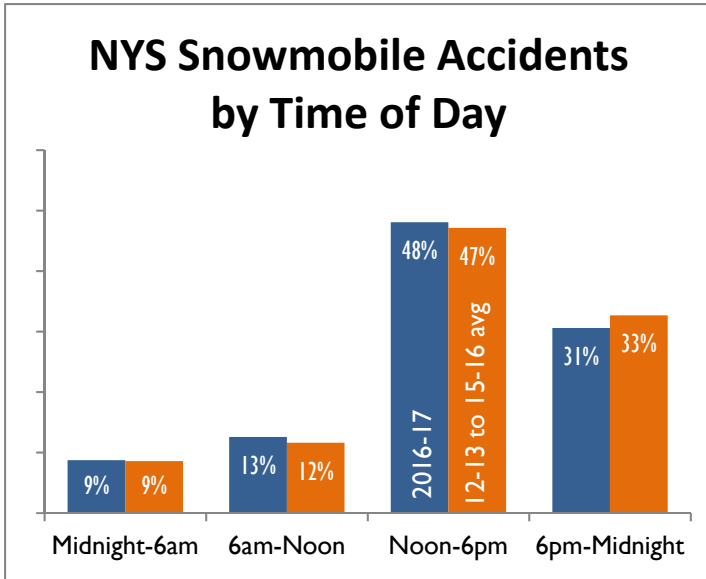


Figure 15

Accident Time

Time of day is broken into six-hour segments, with Noon to 6pm accounting for nearly half (48%) of all accidents (Figure 15). 30% of accidents occur on Saturday, with Friday, Saturday and Sunday collectively accounting for nearly 70% of all accidents (Figure 16). Time of day and weekday vs. weekend numbers have held fairly consistent.

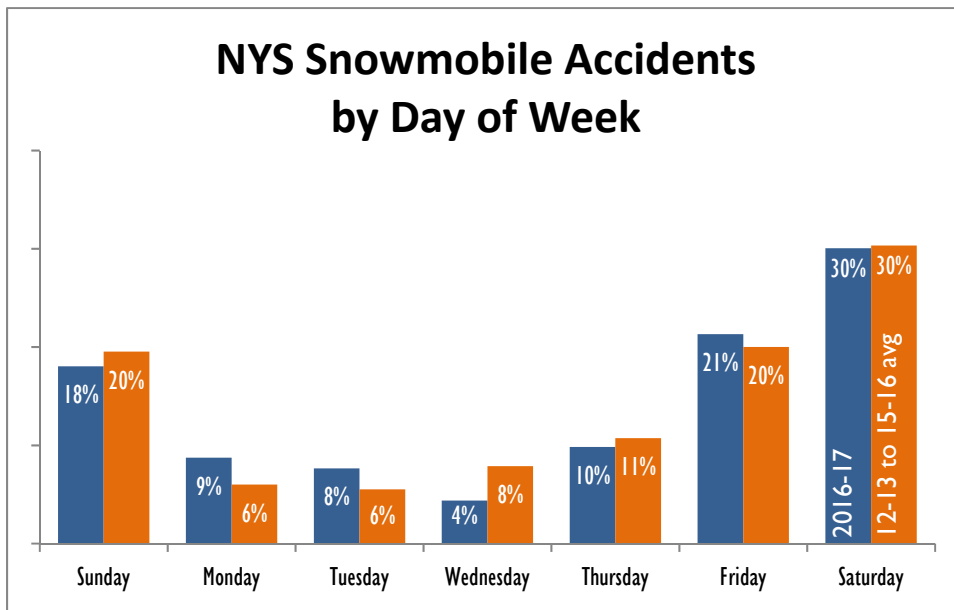


Figure 16

Weather

The majority of accidents occur during clear or cloudy weather (71% in 2016-17, Figure 17). It is likely that snowmobilers simply avoid inclement weather (rain, freezing rain, fog, etc.), though a significant number of accidents occurred during snowy conditions (22%), which require extra caution due to reduced visibility.

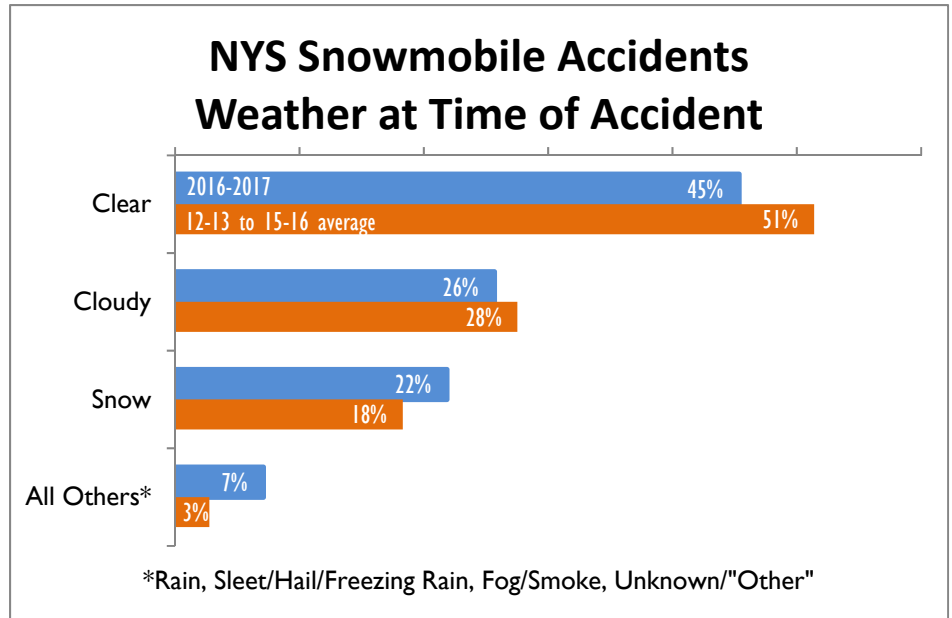


Figure 17

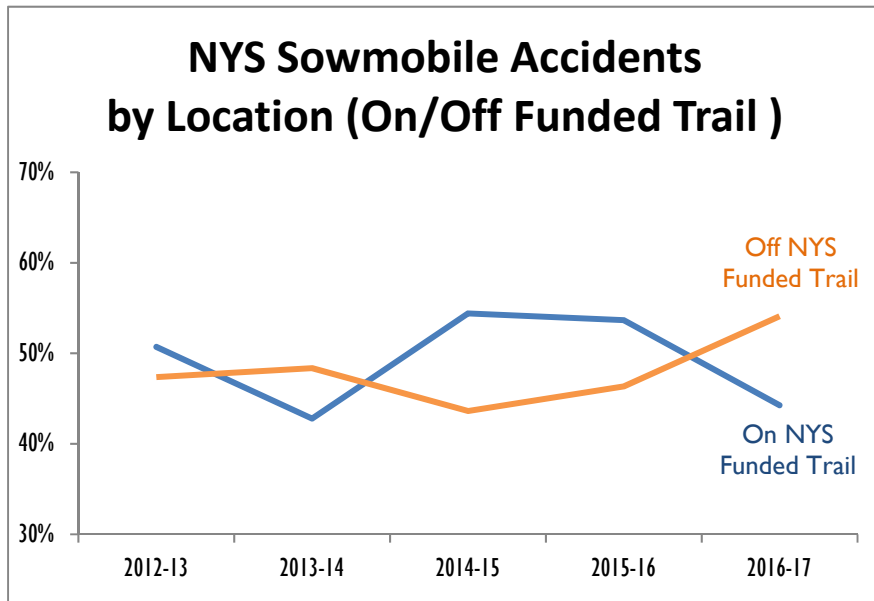


Figure 18

Trail Funding Status

The OPRHP funded trail system consists of over 10,000 miles of trail across 45 counties. It is believed that the majority of miles traveled are on the funded trail system, as opposed to unfunded trails, private trail systems, or trailless private property. Taking this into consideration, it is reasonable to interpret the 54% of accidents occurring off the trail system in 2016-17 (Figure 18) as an

overrepresentation compared to the number of miles traveled. OPRHP maintains that due to the efforts of county and town local sponsors to plan and develop safe trail networks and local snowmobile clubs to properly sign and maintain trails, the funded trail system is the safest place to ride.

NYS Snowmobile Accidents by Location (Roadway Character)

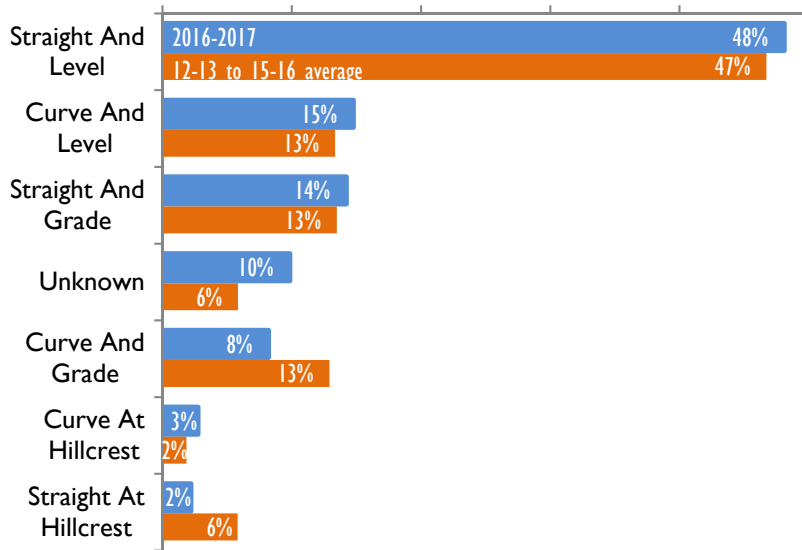


Figure 19

Terrain

Snowmobile accidents typically occur on straight, level, snow covered trails (Figures 19, 20, 21). This is consistent with accidents occurring due to unsafe speeds, where because of the nature of straight, flat trails operators feel emboldened to operate at high speeds, as discussed in the Accident Characteristics section. Notably, accidents on frozen bodies of water increased in 2016-17, likely in response to weeks of cold weather with little snowfall, causing operators to seek riding opportunities off of trails, on lakes and ponds.

This coincides with the increase in submersions caused by thin ice, discussed previously in Accident Types.

NYS Snowmobile Accidents by Location (Terrain Type)

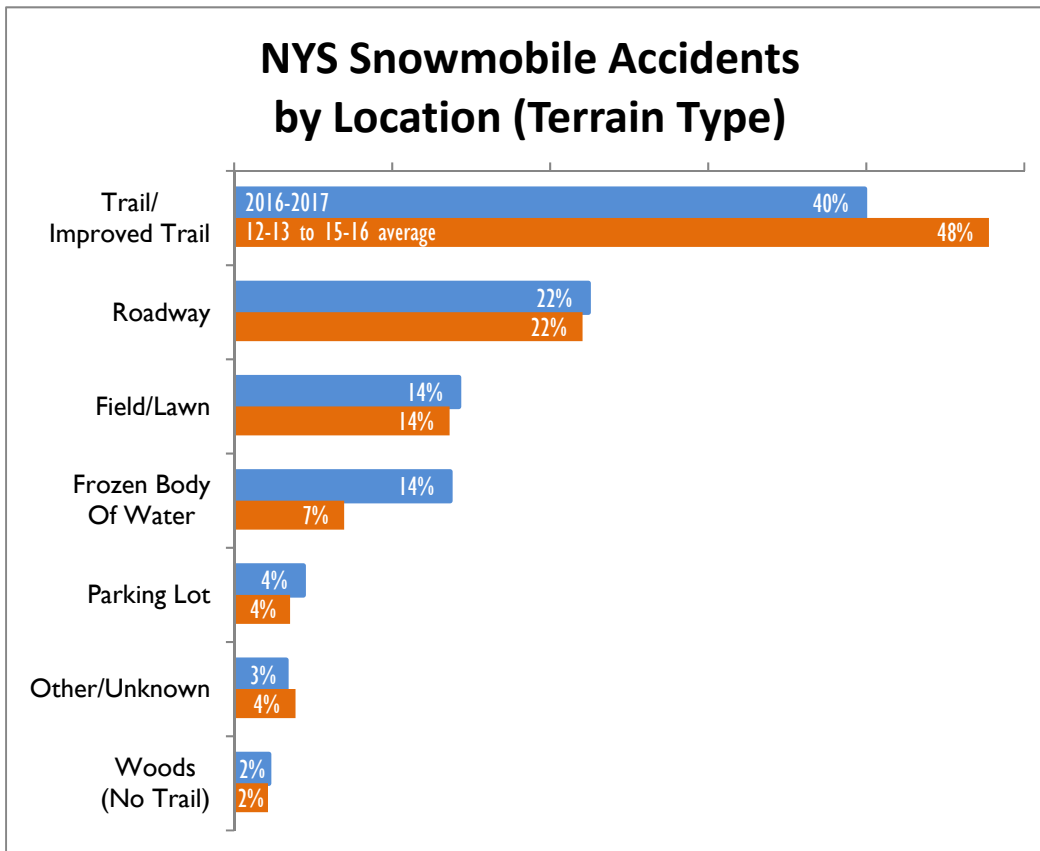


Figure 20

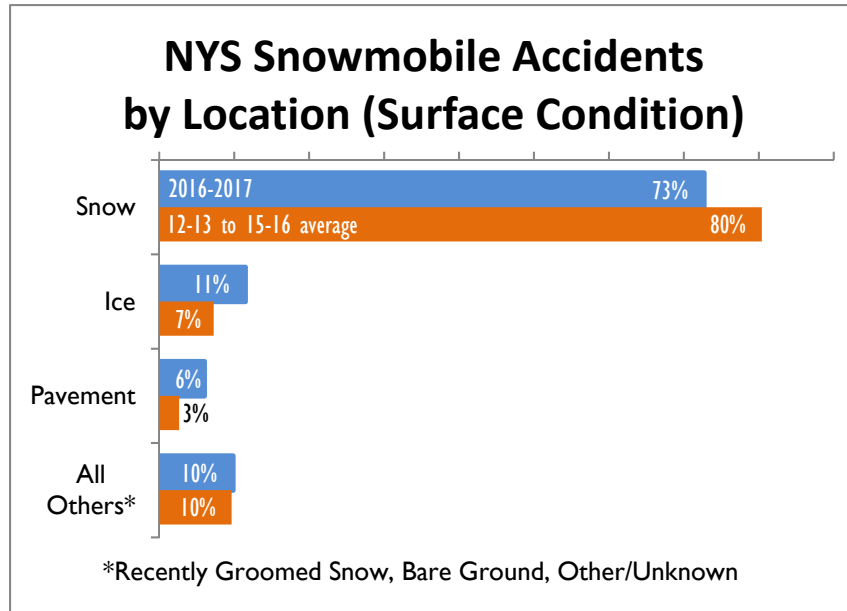


Figure 21

Traffic Control

Traffic control refers to devices, typically signs, in the immediate vicinity of an accident. OPRHP publishes signing guidelines for trails in the funded system, and snowmobile clubs sign trails well with safety in mind. The low incidence of accidents at stop and hazard signs

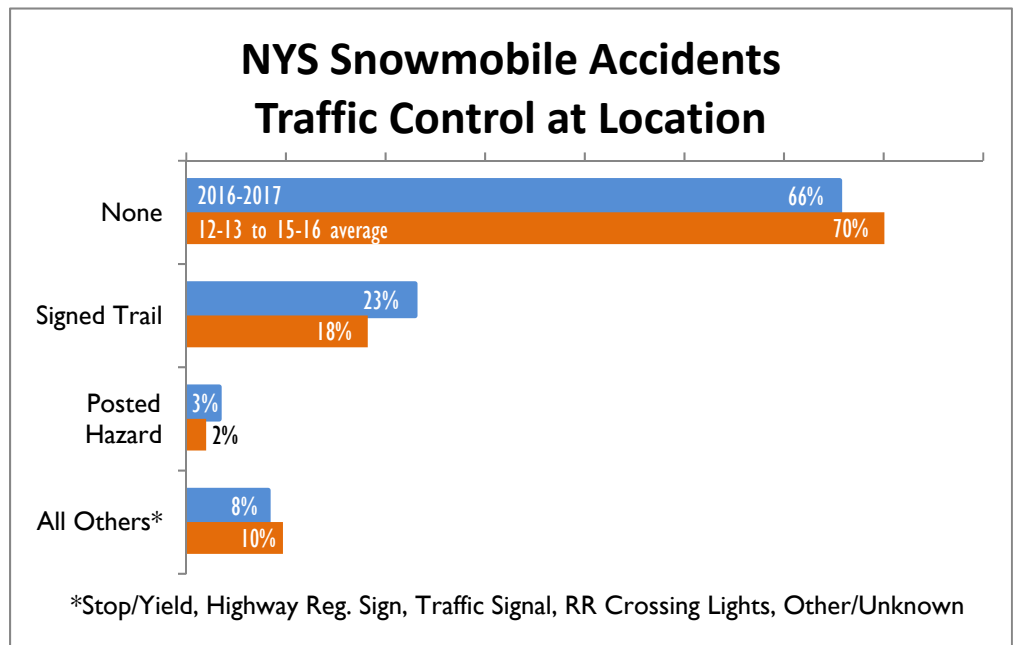


Figure 22

suggests those signs are working as intended. The high incidence of no traffic control being present is accounted for by the fact that many accidents occur off of funded trails as discussed in Terrain above, as well as many accidents being due to operator error (particularly unsafe speed) at locations not requiring cautionary signage due to trail characteristics or hazards. OPRHP has revised the signing guidelines manual for the 2017-18 season to provide an even safer riding experience on the funded trail system. The revised manual is available on the OPRHP website and has been distributed in print to snowmobile clubs.

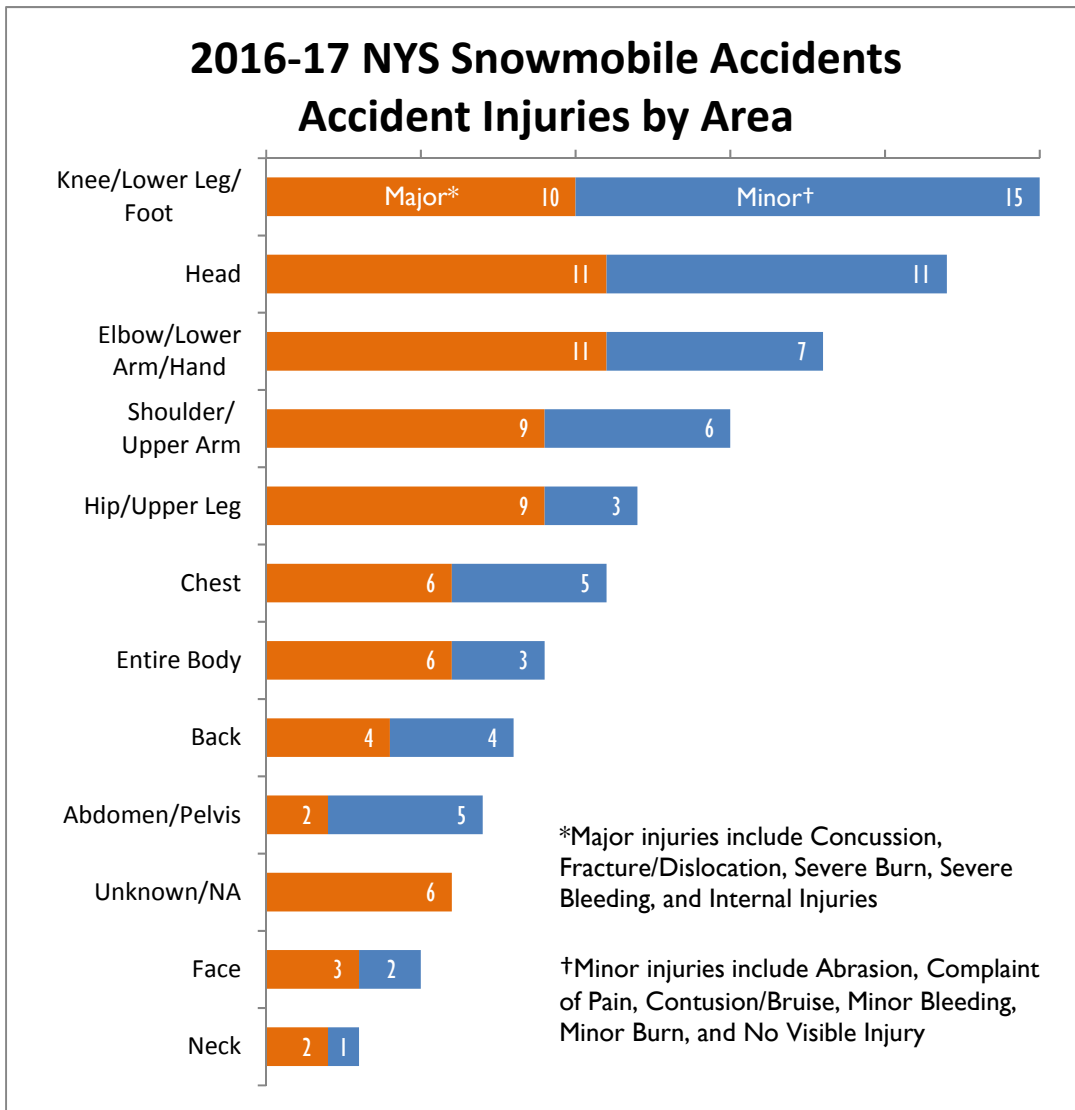


Figure 23

Injuries

Figure 23 lists all injuries in accidents for 2016-17. As discussed in the introduction, any personal injury on a snowmobile is required to be reported as an accident, however it is likely that some minor injuries go unreported. Head injuries are the second most common, and most or all would likely be fatal without the proper use of a helmet. Over 92% of operators were wearing a helmet at the time of operation (Figure 24).

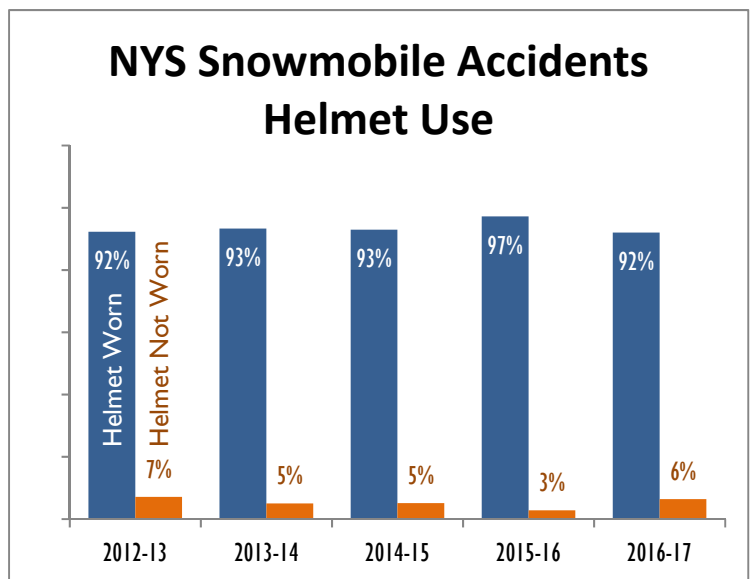


Figure 24

Many accidents without helmet use occur off-trail, either on the owner's private property or during actions such as maneuvering in a parking lot, loading/unloading a snowmobile on a trailer, or testing a snowmobile at the beginning of the season or after repairs. Because even a low speed head injury can be serious, OPRHP reminds operators to always wear a helmet when operating a snowmobile.

FATAL ACCIDENTS

2016-17 was notable for a near record high number of fatalities, with 20 accidents resulting in 24 fatalities. These followed several clear trends throughout the season. Through December and January, few areas of the state had adequate trail conditions due to a combination of low snowfall and cold/warm weather cycles. One trend during this time consists of several fatalities off of the funded trail network, either on private property or possibly local, unfunded trails. OPRHP maintains that trails which are part of the funded system are the safest place to ride.

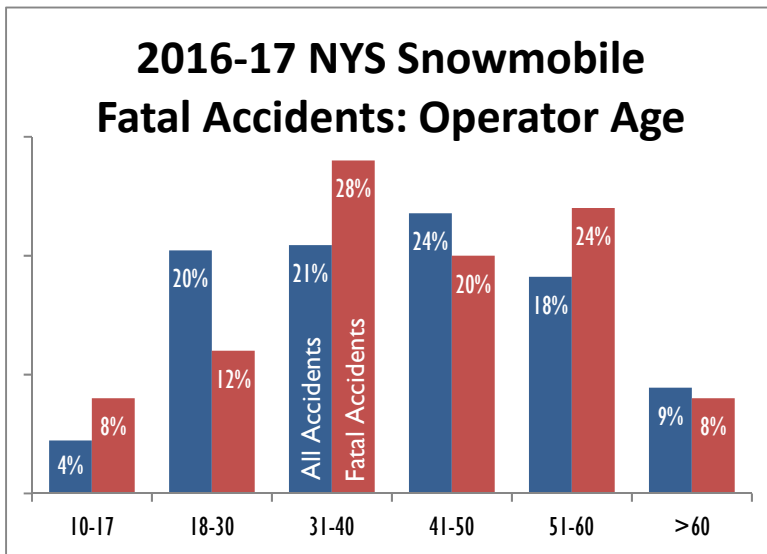
A second trend involved a string of three accidents in late December into Early January and a fourth in early February with nearly identical factors. They occurred on frozen bodies of water, after dark, involving collisions with rocks or other obstacles protruding from the ice. The operators were subsequently ejected a significant distance from the collision location, suggesting that the operators were traveling at a high rate of speed. Time of day is also important in these cases. Because of the reduced visibility distance offered by headlights at night, it is almost impossible for an operator traveling over 45 miles per hour to avoid an obstacle once seen due to the combination of reaction time and stopping distance. Alcohol was an additional factor in two of the four accidents. In summary: poor trail conditions made riding on frozen bodies of water attractive; snowmobilers often ride to destinations, and often the available destinations on bodies of water are taverns or bars where alcohol is consumed impairing judgement, coordination, and reaction ability; the open, relatively flat nature of frozen water provides a false sense of security to some operators who believe it is safe to operate at speeds much higher than on trails; and riding at night requires extra caution with regard to speed due to the inability to avoid obstacles at speeds over 45 miles per hour.

A third trend involved a series of submersions on bodies of water after warmer temperatures beginning in February. Similar to the above, poor trail conditions make travel over bodies of water attractive, and operators either attempt to cross open water or are unable to determine safety of the ice. At least one of these accidents also involved alcohol consumption, though more information is being collected at the time of this publication. Again, the proximity of taverns and bars to bodies of water makes them frequent riding destinations.

In reference to accidents involving bodies of water, OPRHP:

- does not fund trails on bodies of water due to the difficulty of ensuring safe conditions from day to day;
- suggests avoiding travel over bodies of water altogether and recommends extreme caution to riders who choose otherwise, with particular regard to hazards exposed by changing conditions, ice thickness, and open water;
- recommends using additional safety equipment if planning to cross bodies of water, including flotation apparel and ice picks to assist self-rescue;
- recommends speeds below 45 miles per hour whenever traveling at night;
- recommends never riding alone, and always leaving plans with destinations and time of return with someone;
- as always, recommends never riding after consuming alcohol.

The remainder of fatal accidents were more typical on-trail collisions involving excessive speed accompanying several weeks of excellent trail conditions throughout most of the state from mid-February to mid-March. Two, accounting for three fatalities, were multi-vehicle collisions, and the rest were single vehicle collisions with fixed objects.



Compared to all accidents for the season, the 10-17, 31-40 and 51-60 age ranges had more fatal accidents, while the 18-30, 41-50, and over 60 ranges had fewer. 56% of operators had over 5 years of experience. 96% were male, and 80% were New York State residents (PA: 8%; VT: 8%; NJ: 4%).

Unsafe speed was by far the most common accident factor, present in 65% of fatal accidents, and alcohol was a

factor in 25%. 65% were collisions with fixed objects, primarily trees (20%), 10% were collisions with moving objects, and 15% submersions as a result of thin ice. Times from noon-6PM and 6PM-midnight accounted for 50% and 35% of fatal accidents respectively. 65% occurred off of the funded trail system.

The following are individual details of each fatal accident. The narratives are condensed descriptions taken from the police accident report.

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
1	12/18/16	2:58 PM	Jefferson	Champion	1	1
Terrain		Roadway Character		Factors		
Field/Lawn		Straight at Hillcrest		Unsafe Speed		
Narrative						
Snowmobile 1 headed northbound in a field next to SR-12 becomes airborne going over small hill, operator ejected. Operator later succumbed to injuries in hospital.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
2	12/10/16	3:45 PM	Franklin	Harriestown	2	1
Terrain		Roadway Character		Factors		
Parking Lot		Straight and Level		Unsafe Speed, Operator Inexperience		
Narrative						
Snowmobile 1 on private driveway with operator and passenger strikes the side of parked vehicle. Snowmobile continues forward striking plow attached to vehicle and tree. Operator and passenger ejected, operator deceased.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
3	12/23/16	8:53 PM	Fulton	Mayfield	1	1
Terrain		Roadway Character		Factors		
Frozen BOW		Straight and Level		Unsafe Speed		
Narrative						
Snowmobile 1 traveling south on Sacandaga Lake strikes a pressure ridge causing the vehicle to become airborne. Snowmobile then hits a rock wall, overturning several times, traveling approximately 75 yards and landing on its side. Operator ejected and thrown several yards, striking a large rock.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
4	1/1/17	1:41 AM	Washington	Argyle	1	1
Terrain		Roadway Character		Factors		
Frozen BOW		Unknown		Alcoholic Involvement, Unsafe Speed		
Narrative						
Snowmobile 1 traveling east on Coassyna Lake strikes a rock protruding from the ice. Snowmobile and operator become airborne, operator ejected striking trees on shoreline.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
5	1/7/17	2:04 PM	Herkimer	Webb	1	1
Terrain		Roadway Character		Factors		
Improved Trail		Curve and Level		Unsafe Speed, Failure to Negotiate Turn		
Narrative						
Snowmobile 1 traveling south on Town of Webb Trail 5 fails to negotiate a left turn. Snowmobile 1 starts to tip causing the operator to lean off of the side. Operator strikes a large tree and was ejected.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
6	1/7/17	5:24 PM	Cattaraugus	Allegany	1	1
Terrain		Roadway Character		Factors		
Field/Lawn		Straight and Grade		Unsafe Speed		
Narrative						
Snowmobile 1 traveling northeast through a field strikes a mound of frozen snow becoming airborne. Snowmobile 1 rolled crushing operator's helmet.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
7	1/7/17	8:12 PM	Saratoga	Edinburg	1	1
Terrain		Roadway Character		Factors		
Frozen BOW		Straight and Level		Unsafe Speed, Obstruction/Debris		
Narrative						
Snowmobile 1 traveling southeast on Great Sacandaga Lake strikes rock protruding from frozen lake surface. Operator ejected.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
8	1/14/17	8:40 PM	Lewis	West Turin	1	1
Terrain		Roadway Character		Factors		
Improved Trail		Curve and Grade		Unsafe Speed		
Narrative						
Snowmobile 1 traveling north at an unsafe speed fails to navigate turn, exiting shoulder of trail and striking tree. Subsequent fire destroyed V1.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
9	1/24/17	10:00 PM	Herkimer	Webb	1	1
Terrain		Roadway Character		Factors		
Trail		Straight and Level		Unsafe Speed, Obstruction/Debris		
Narrative						
Snowmobile 1 departing Daikers Bar traveling north on Trail 5 toward eagle Bay. Snowmobile traveling at an unsafe speed encounters an accumulation of snow left behind by a groomer, loses control, exits right side of trail, and strikes tree. Operator partially ejected. Apparent contributing factors are speed, alcohol, and marijuana use.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
10	1/31/17	10:39 PM	Chenango	Oxford	1	1
Terrain		Roadway Character		Factors		
Roadway		Curve and Grade		Unsafe Speed, Failed to Keep Right		
Narrative						
Snowmobile 1 traveling north on Quarry Rd in the Town of Oxford loses control striking a guide rail. Operator ejected.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
11	2/4/17	6:00 PM	Franklin	Tupper Lake	2	2
Terrain		Roadway Character		Factors		
Frozen BOW		Unknown		Thin Ice, Alcohol Involvement		
Narrative						
Operators recovered 2/6/17 at 1:30 PM. Accident time is estimated based on cell phone ping. Believe operators left Trail's End bar to cross Tupper Lake to rail bed trail. Operators went through the ice, unable to get out of the water.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
12	2/9/17	Noon*	Saratoga	Putnam	2	2
Terrain		Roadway Character		Factors		
Frozen BOW		Unknown*		Thin Ice*		
Narrative						
*Police report pending						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
13	2/9/17	4:45 PM	Oswego	Redfield	2	1
Terrain		Roadway Character		Factors		
Trail		Curve and Grade		Failed to Negotiate Turn		
Narrative						
Snowmobile 1 traveling east on trail C5A fails to negotiate turn. Operator 1 ejected into path of Snowmobile 2, is subsequently struck causing massive head trauma.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
14	2/11/17	3:00 AM	Livingston	Lakeville	2	2
Terrain		Roadway Character		Factors		
Frozen BOW		Unknown		Thin Ice		
Narrative						
Operators retrieved 2/23/17. Accident time estimated based on witness depositions. Operators left private residence traveling onto Conesus Lake, subsequently either going through the ice or submerging in open water and unable to get out of the water.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
15	2/11/17	5:18 PM	St. Lawrence	Morristown	1	1
Terrain		Roadway Character		Factors		
Frozen BOW		Straight and Level		Unsafe Speed, Alcohol Involvement		
Narrative						
Snowmobile 1 traveling northeast on Black Lake strikes a large rock pile. Operator ejected, striking head on rocks. Operator later succumbed to injuries in hospital.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
16	2/16/17	10:05 PM	Herkimer	Webb	1	1
Terrain		Roadway Character		Factors		
Trail		Straight and Grade		Unsafe Speed, Unfamiliar with Terrain		
Narrative						
Snowmobile 1 traveling south on trail C7B fails to negotiate a curve and exits trail striking a tree. Snowmobile 1 continues approximately 20 feet becoming fully involved in flames. Operator discovered with helmet off.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
17	2/17/17	4:00 PM*	Madison	Cazenovia	2	1
Terrain		Roadway Character		Factors		
Improved Trail		Straight and Level		Failed to Keep Right, Reckless Operation		
Narrative						
Snowmobile 1 traveling west on trail S56 is struck by Snowmobile 2 traveling east, ejecting both operators. Operator 1 deceased.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
18	2/19/17	10:00 AM	Lewis	West Turin	2	2
Terrain		Roadway Character		Factors		
Roadway		Curve and Grade		Failed to Keep Right, Unsafe Speed		
Narrative						
Snowmobile 1 traveling west on trail C4F is struck by Snowmobile 2 traveling east, ejecting both operators. Both operators deceased.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
19	3/17/17	10:30 PM	Oneida	Boonville	1	1
Terrain		Roadway Character		Factors		
Improved Trail		Curve and Level		Failed to Negotiate Turn, Unsafe Speed		
Narrative						
Snowmobile 1 traveling south on trail C5B fails to negotiate a curve, exiting trail and striking canal overpass.						

No.	Date	Time	County	City/Town	No. Involved	No. Deceased
20	3/18/17	7:00 PM	Cortland	Homer	1	1
Terrain		Roadway Character		Factors		
Roadway		Straight and Grade		Alcohol Involvement, Unfamiliar with Terrain		
Narrative						
Snowmobile 1 traveling north on trail S57 strikes or catches object on side of trail, turning skis and forcing handlebar into chest of operator, severing aorta. Damage to helmet suggests additional collision with tree.						

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- The county and town local sponsors involved in trail planning, development, and maintenance;
- The many snowmobile clubs across New York State who maintain safe snowmobile trails through their volunteer labor;
- The New York State Snowmobile Association;
- The state, county, city, town and village law enforcement departments who operate snowmobile patrols, respond to accidents, and prepare the reports which form this summary;
- Local first responders who are often first on the scene of accidents with lifesaving assistance;
- And all snowmobilers committed to safe and ethical riding, including the many who stop to furnish assistance in the event of an accident.

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