



**Department of
Transportation**

14.44-277

ANDREW M. CUOMO
Governor

MARIE THERESE DOMINGUEZ
Commissioner

FRANK P. CIRILLO, SR/WA
Regional Director

July 28, 2021

Honorable Gary Dickson, Supervisor
Town of West Seneca
Town Hall
1250 Union Road
West Seneca, NY 14224

Dear Supervisor Dickson:

Thank you for your July 9, 2021 letter regarding the existing pedestrian crossing on Union Road between Legion Parkway and Norwood Drive. We have reviewed the information provided in your letter and appreciate your concerns and those of your constituents.

Improving pedestrian safety is one of seven emphasis areas identified in New York's Strategic Highway Safety Plan. As such, the New York State Pedestrian Safety Action Plan (PSAP) was developed to evaluate current safety conditions and recommend a distinct set of engineering, education, and enforcement countermeasures to improve pedestrian safety in urban areas.

In conjunction with PSAP, NYSDOT engineers reviewed over 300 existing marked, uncontrolled pedestrian crossings in urban areas in Western New York, including the location at Union Road and Norwood Drive. As part of that formal review, several alternatives were considered for this existing crossing, including enhancing the crossing at the current location, relocating the crossing in a southerly direction, and installing a pedestrian hybrid beacon (HAWK).

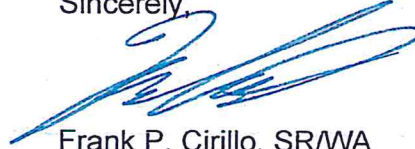
Our review determined that relocating the crossing southward would pose a sight distance issue for northbound motorists on Union Road due to the vertical alignment of the roadway through the Main Street intersection area. It was also determined that installation of a HAWK signal did not meet federal guidelines as described in the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) and would not have been able to be accommodated at the current location anyway as HAWK signals cannot be installed at intersections. After considerable investigation and analysis of accident history, usage, site conditions and traffic operations, it was determined that enhancing the existing crosswalk location with Rectangular Rapid Flashing Beacons (RRFB) was the most appropriate PSAP-related improvement. In conjunction with high visibility crosswalk markings and pedestrian signage, this feature is intended to enhance pedestrian visibility and provide awareness to motorists at locations where entries into the roadway might occur or where shared use of the roadway by pedestrians might occur.

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NYSDOT continues to look for ways to improve pedestrian safety and appreciates input and feedback from all of our stakeholders. We will continue to monitor operations at this location and make further modifications if warranted.

Thank you for your interest in and support for the transportation system. If you have any questions or need additional information, please contact me at (716) 847-3238 or Michael Roche, of my staff, at (716) 847-3268.

Sincerely,



Frank P. Cirillo, SR/WA
Regional Director

FPC/MJR/kar

cc: Michael J. Roche, P.E., Regional Traffic Engineer
Richard Fontana, Special Assistant
David Hill, Performance & Asset Manager/Local Projects
Brian Kirby, Assistant Regional Traffic Engineer
Otto Wieand, Regional Safety Evaluations Engineer