

TOWN OF WEST SENECA



Jeffrey A. Piekarec
Town Councilman

TOWN SUPERVISOR
Gary A. Dickson
TOWN COUNCIL
Jeffrey A. Piekarec
Joseph J. Cantafio
Susan K. Kims
Robert J. Breidenstein

Dear Fellow Town Board Members:

Subject: Upgrade of Harlem Rd Crosswalk

In March of 2021, I wrote a letter to NY State DOT requesting that they add a Rectangular Rapid Flashing Beacon to the crosswalk on Harlem Rd that runs between Dirkson and Harlem Rd Town Parks. I wrote this letter on behalf town residents who were concerned about the safety of pedestrians who regularly use this busy crosswalk.

Shortly after receiving my letter, NY State DOT launched a traffic engineering investigation of the Harlem Rd crosswalk. In December of 2021, I received the attached letter from NY State DOT informing me that they have completed their investigation and agree with the need to add a Rectangular Rapid Flashing Beacon to this crosswalk and will be moving forward with efforts to allocate funding to install it

Sincerely,

Jeffrey Piekarec

Town Councilman



Department of
Transportation

14.44-240
5210006

KATHY HOCHUL
Governor

MARIE THERESE DOMINGUEZ
Commissioner

FRANK P. CIRILLO, SR/WA
Regional Director

December 21, 2021

Jeffrey A Piekarec, Councilman
Town of West Seneca
1250 Union Road
West Seneca, NY 14224

Subject: **REQUEST FOR A RECTANGULAR RAPID FLASHING BEACON
NY-240 AT WEST SENECA TOWN PARKS
TOWN OF WEST SENECA**

Dear Mr. Piekarec:

As a follow-up, we have completed our traffic engineering investigation related to your March 4, 2021 request for rectangular rapid flashing beacon assemblies at the intersection of Route 240 (Harlem Road) with North Seneca Street, in the Town of West Seneca.

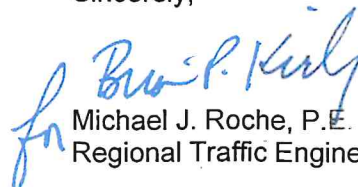
The 2018 *Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (RRFB)* issued by the Federal Highway Administration, establishes the guidelines to adhere to in determining the need for an RRFB. These guidelines consider elements such as presence of a marked crosswalk, crash history, minimum vehicular volumes, minimum pedestrian volume thresholds, stopping sight distance, distance to nearest protected crossing, posted speed limit, and number of lanes crossed.

An evaluation of data indicates that the average pedestrian volumes entering the intersection meet the 3-hour pedestrian crossing threshold. In addition, our site investigation revealed that the posted speed limit of 35 mph, the existence of adequate sight distance, and number of lanes crossed (one in each direction) are within allowable thresholds for an RRFB. A review of the most recent thirty-six months of crash data available did not reveal any pattern which would be correctable by the installation of an RRFB or that would preclude an RRFB from use at this location.

Based on our analysis, we have determined that this location is a suitable application for an RRFB. The RRFB beacon assemblies will be installed under a New York State Department of Transportation (NYSDOT) contract as resources allow.

If you have any questions or need additional information, please contact me or Brian Kirby, of my staff, at (716) 847-3268.

Sincerely,


Michael J. Roche, P.E.
Regional Traffic Engineer

MJR/BPK/JAB/kar

cc: Major James M. Hall, Troop "A" Commander, NYS Police
Brian Kirby, P.E., Assistant Regional Traffic Engineer