APPLICATION FOR PUBLIC ACCESS TO RECORDS
Suffolk County

SECTION 1: TO BE COMPLETED BY APPLICANT

INSTRUCTIONS TO APPLICANT: Please complete Section 1 of a four-part set of this form. Carbon paper is not required. Give or mail the form to the agency Freedom of Information Officer. The Freedom of Information Officer will return the original (white copy) to you as a response to your request, or will give you part 4 as an interim response.

PROVIDE FOIL REQUEST TO: **FREEDOM OF INFORMATION OFFICER**
AGENCY NAME: S C DPW
AGENCY ADDRESS: YAPHANK, N Y.

I HEREBY APPLY TO INSPECT THE FOLLOWING RECORD. (Please describe the record sought. If possible, supply a date, a file title and number, and any other information that will help locate the record desired):
COPY OF THE RECENTLY Completed TRAFFIC STUDY For THE EASTPORT CBD. IN FEBRUARY 27, 2023 meeting Commissioner BROWN PROMISED TO SEND ME A COPY.

If you have requested a list of names and/or addresses, will the list be used for commercial or fundraising purposes?

( ) Yes ( ) No **Date of Application:** 5/20/23

R. Royal Reynolds
Signature of Applicant and Printed Name **Party Applicant Represents (if applicable)**

RRVREYNOLDS@OPTONLINE.NET 6318851926
Applicant's Mailing Address ELECTRONIC COPY - PLEASE **Telephone Number**

SECTION II: FOR USE BY AGENCY FREEDOM OF INFORMATION OFFICER ONLY

- ☐ APPROVED
- ☐ RECORDS NOT POSSESSED OR MAINTAINED BY THIS AGENCY
- ☐ RECORDS CANNOT BE FOUND AFTER DILIGENT SEARCH
- ☐ DENIED. REASON FOR DENIAL _____ (Insert number corresponding to applicable reason for denial as listed on Attachment 2. Further detail may also be provided on the reverse.)
- ☐ Receipt of this request is acknowledged. The approximate date by which a determination will be made is _____ (If more than 20 business days, state reason for delay and a date certain for response).

_____

_____

(Signature) **Printed Name** **(Title)** **(Date)**

SECTION III: NOTICE TO APPLICANT

YOU HAVE A RIGHT TO APPEAL A DENIAL OF THIS APPLICATION IN WRITING TO THE OFFICE OF THE COUNTY ATTORNEY WITHIN 30 DAYS OF THE DENIAL. INFORMATION AS TO THE PERSON TO CONTACT IS SHOWN BELOW. THE CONTACTED PERSON MUST RESPOND TO YOU IN WRITING WITHIN TEN BUSINESS DAYS OF RECEIPT OF YOUR APPEAL.

ADDRESS FOR APPEALS ONLY-USE ADDRESS ABOVE FOR ALL OTHER REQUESTS:
Suffolk County Attorney, Attn: FOIL APPEALS OFFICER
H. Lee Dennison Bldg., 6th Floor
P.O. Box 6100
Hauppauge, NY 11788-0099

Suffolk County Department of Public Works

Traffic Engineering
335 Yaphank Road
Yaphank, NY 11980

Study No. (S/N): **CR080-2021-003 & CR080-2021-069 SR #21-00005244, 22-00045039, 22-00073932, 21-00196216, 22-00137538, 00073934 & 22-0007332**

Location: CR 80, Montauk Highway, from East Moriches Road/Union Ave to Lily Pond Lane, Eastport

Request:

- **Re-evaluate & supplement the results of traffic study CR080-2017-027 based on Royal Reynolds independent review.**
  - Draw speed limits
  - Realignment of Union Ave
  - Speed Feedback Sign study
  - Need updated count locations
  - Relocate Rumble Strips
  - Restrict parking near driveways
  - Sight Distance issues @ Citarelli's
- **Mid-Block Crosswalk for Park, Crosswalk safety at Union and Mid-Block CBD**
- **Sight Distance for 506 Montauk Hwy**
- **Traffic Signal (NEW) at East Moriches Rd/Union Ave.**
- **Relocate Crosswalk**
- **Installation of RRFBs**

Date: February 22, 2023

Memo To: Niamh Perrotta, P.E., Director of Traffic Safety

From: Patricia Fantigrossi, Traffic Engineer I &
Richard J. Elberfeld, Traffic Engineer I

REQUEST:

Service Request created January 7, 2021 was based upon the receipt of an Independent Review & Discussion, dated November 23, 2020, from Profession Engineer, Royal Reynolds, P.E. This report was generated after the complainant reviewed traffic study CR080-2017-027 and includes several recommendations. Requests in emails from the Civic Association were included.

Also included was:

- A review of accident trends around #518 Montauk Hwy, sight lines at #506 Montauk Hwy Dwy and parking on her Dwy apron (enforcement problem) requesting hatching i/f/o driveway.
- The request for a crosswalk across CR-080 for the Andrea Spilka Park.
- RRFBs at the School crossing east of the CBD.
- Speed feedback signs on approach to Eastport CBD

PREVOUS CASE STUDIES: Case studies CR080-2017-027 & CR080-2019-077 were conducted on CR 80 (Montauk Highway between CR 55 (Eastport Manorville Rd) and Lily Pond Lane which, as mentioned, prompted this study. Another study was performed at CR-080 and Union Ave where the recommendations were to (1) Deny consideration of a traffic signal at Union Ave & CR-080 at this time. (MUTCD Warrants in this file) (2) Request the Town of Brookhaven to consider review/maintain signage, and review/amend the Town's Uniform Traffic Code to resolve discrepancies and inconsistencies. (3) Approve a work order to add two (2) "AHEAD" plaques to the current Advance Pedestrian warning signs approaching the Eastport CBD. (4) Contact the S.C.P.D. 7th Precinct (letter in file) to provide periodic speed enforcement along CR 80 between CR 55 (Eastport Manor Rd.) and Union Ave/E. Moriches Blvd.

PREVIOUS SERVICE REQUEST: (SR # 21-00196216 & 22-0004539) Suffolk County reviewed a request in December for a mid-block crosswalk for the Andrea Spilka Park located just west of Lily Pond Lane. After field investigations it was determined there were no pedestrians crossing at this location. Suffolk County proposed that sidewalk be installed on the south side of CR-080 (Montauk Hwy) from the Park to River Avenue and have people, park at the elementary school and cross in the existing crosswalk. (See attached memo)

EXISTING CONDITIONS and OBSERVATIONS:
CR 80 (Montauk Highway) is classified as an urban minor arterial roadway located in the eastern end of the Town of Brookhaven. The roadway is level and fairly straight with a bend in the roadway approximately 600 feet east of East Moriches Blvd. CR 80 is a two lane (each 11' wide) two-way roadway oriented west to east with a posted speed limit of 30 mph in the study segment which is considered a "central business district (CBD)" of Eastport. Opposing travel lanes are separated by a full barrier centerline. Edgelines separate the through lanes from the paved (8-10' wide) shoulders in each direction. The Eastport CBD consists of small local businesses such as a luncheonette, pizza restaurant, hair salon, paint store and barber shop. One of the requestors (506 Montauk Hwy) is a residence located on the north side of CR-080 almost midway in the Eastport CBD. Five (5) sets of rumble strips exist for each direction of travel before "entering" the CBD. East of the CBD is the Andrea Spilka Park located just west of Lily Pond Lane. Further east is the Eastport Elementary School which provides a crosswalk across CR-080 located at the middle of the building. A field visit on June 6, 2022 observed the need for maintenance of the rumble strips. The current signage is adequate for conditions along CR 80 within the study segment. 30mph speed limit signs are present in or near the CBD. Of note: 3 motorists were observed to make U-turns on CR 80 within the CBD segment. On-street, parallel parking is allowed which benefits the businesses of a small CBD. The only parking restriction which appears in the Town of Brookhaven's Code for the study segment is:

"Limited parking of 15 minutes from +/- 163ft. east of East Moriches Blvd., east, for +/- 100ft." During the June 6th field visit, motorists were observed parking in/on the mid-block crosswalk. This crosswalk is approximately 60-80 feet west of the mid-point of the curve on CR 80. Hatching to discourage parking is provided (but worn) for 35' to the east of the northern side of the crosswalk and 10' west of the southern side of the crosswalk. NOTE: The NY V&T (§1202.2.b) requires no parking within 20 feet of a crosswalk at an intersection.
Current signage near the study segment on CR 80 appears to be satisfactorily maintained, in accordance with guidelines prescribed by the Manual on Uniform Traffic Control Devices and the N.Y. State Supplement for local streets, and includes; stop signs, time limited parking signs, Pedestrian crossing signs and speed limit signs. An advance pedestrian crossing sign for westbound traffic for the E. Moriches Blvd/Union Ave crosswalk is missing and should be added.

ACCIDENTS:

The latest three years (36 months) crash data available in the N.Y State Accident Location & Information System (A.L.I.S.); June 1, 2019 through May 31, 2022 is compiled below for the segment between East Moriches Blvd/Union Ave and Seatuck Creek on east side of the CBD (Does not include East Moriches Blvd/Union Ave intersection):

Year (from-to)	Right Angle	Ped*	Left Turn Opposing	Rear End	Other	TOTALS
6/1/19 – 5/31/20	0	0	0	0	0	0
6/1/20 – 5/31/21	0	0	0	0	3	3
6/1/21 – 5/31/22	1	0	0	0	0	1
TOTALS	1	0	0	0	3	4

*Pedestrian

One "right angle' type accident and one "backing" type accident. The remaining two accidents involved parked cars. NO pedestrian accident occurred within the three year period studied.

DATA REVIEW/ANALYSES/STUDIES:

Multiple studies (CR080-2017-027,) have been conducted at/near the indicated study segment for traffic safety improvements to address speeding concerns and pedestrian activity. These improvements included sign and pavement marking work orders to provide pedestrian crosswalks and upgrade required signing. In addition, the Suffolk County Police were requested to provide periodic speed enforcement along CR 80 at/near the indicated study segment.

Vehicle traffic volume counts (7-Day, 24-Hour, AADT) were conducted along CR 80, in December 2019 at a point 400' west of Seatuck Ave. which is approximately ⅓ mile west of the study segment. The average annual daily traffic (AADT) was recorded to be 6,741 vehicles: 3,439 eastbound and 3,302 westbound.

A *Spot speed study* was conducted on February 17, 2021 at a point approximately 150' east of East Moriches Blvd/Union Ave. The 85th percentile speed of eastbound traffic was 40 mph and 35 mph for westbound traffic. The posted speed limit on CR 80, within the CBD study area, is 30 mph. According to the Traffic Engineering Handbook, 5th Edition, "a prerequisite to development of any effective speed management program is establishment of realistic speed

limits to match roadway design and area characteristics. The goal is to design streets that communicate the appropriate speed for the facility. The selected speed limit should be consistent with driver expectations and commensurate with the function of the roadway. A complementary relationship must exist among desired speed, actual operating speed, and posted speed limits. If the majority of road users view speed limits as unrealistic for prevailing conditions, the posted speed will be violated unless strictly enforced."

A speed limit evaluation was conducted for the study segment of CR-080 using the Federal Highway Administration (FHWA) developed expert system, USLIMITS2. Data inputs and data assumptions for the roadway segment evaluated were used and results compiled. The USLIMITS2 program recommended consideration for a 35 MPH speed limit for the roadway segment under study. The established legal speed limit is currently 30 miles per hour. Keeping the current speed limit without an increase or decrease is recommended. This segment accident rates were found to be 4 crashes (17%) below similar roadway sections. This segment injury accident rates were found to be 0 crash (100%) below similar roadway sections.

A second speed limit evaluation was done using the National Cooperative Highway Research Program Speed Limit Setting Tool which recommended the consideration for a 30 MPH speed limit for the roadway segment under study. Once again, keeping the current speed limit without an increase or decrease is recommended.

Driveways and Parking were reviewed for the issues of parking in front of driveways, speed limit lowering, parking on the street as alternative mentioned in the review. Parking in front of driveways is not permitted by NY V&T § 1202 and should be corrected by periodic police presence or direct contact with the Suffolk County Police Precinct for immediate action. Hatching driveways or no parking signs for driveways are not MUTCD approved traffic control devices. Any motorists using the driveways along Montauk Hwy in the CBD will contend with limited sight distance due to on street parking by motorists that are visiting the stores and shops along Montauk Hwy. The driveway at #506 Montauk Hwy would require the elimination of 5 parking spaces to the east and three parking spaces to the west in order to insure appropriate stopping sight distance in both directions. With only one right angle accident (from a parking lot only 300 feet w/o E. Moriches Blvd/Union Ave - not near #506) in the three years of accident data along this segment of CR 80, safety concerns are minimal at this time. Unless on street parking is prohibited, which is not a viable alternative to business owners in the CBD, sight lines are not met. Parallel parked vehicles in the Eastport CBD entering on to CR 80 is equivalent to those vehicles parked along Montauk Highway in a minimum of seven CBD's that permit parallel parking: Center Moriches, East Patchogue, Patchogue, Sayville, Islip, Bayshore, & Babylon. There motorists, according to the NY DMV guidelines, turn their head & use the rear view & side view mirrors to view any hazards behind the vehicle and then wait for an appropriate gap. No reduction in roadway speed was required for this maneuver. Finally, speed limit lowering for any reason is addressed below.

Lowering Speed Limits: Just to the east of Eastport CDB is the school speed limit for Eastport schools of 20 mph, a speed limit that is restricted to school zones. Matching this speed limit is both impossible to entertain according to NY State law, but is also not endorsed by many Federal and State Traffic agencies as stated below.

2009 MUTCD section 2B.13 Guidance "When a speed limit within a speed zone is posted, it should be within 5 mph of the 85th-percentile speed of free-flowing traffic".

NYSDOT TSMI 17-05: In the majority of cases, the 85th percentile speed is the appropriate speed limit. It assumes that motorists properly adjust their speed while encountering different roadside development and highway geometrics and the adjustment is reflected in the 85th percentile speed. However, in some instances the motorist may not be aware or may not adjust to a particular safety concern related to a non-motorist (e.g. pedestrian, bicyclist, horse & carriage) on a roadway. Rather than artificially lowering the speed limit in an attempt to influence the 85th percentile speed, mitigation countermeasures should be considered to address the safety concerns.

Per Transportation Research Board (TRB) Report 291: currently, the predominant method for setting speed limits uses the 85th percentile speed. It is viewed as being a fair way to set speed limits based on the driving behavior of most drivers (85 percent), who represent reasonable and prudent drivers since the fastest 15 percent of drivers are excluded. The 85th percentile speed is also believed to represent a safe speed that would minimize crashes.

FHWA/MT-16-008/8225-001: This Report from 8/2016 for Speed Limits Set Lower than Engineering Recommendations, shows when the posted speed limit was set only 5 mph lower than the engineering recommended speed limit, drivers tended to more closely comply with the posted speed limit. Driver compliance is greatest when the speed limit is set 5 mph lower than the engineering-recommended value. Similarly, safety benefits were associated with this practice when considering both total and fatal + injury crashes.

Driver speed compliance appears to diminish as the magnitude of the difference between the posted speed limit and engineering-recommended speed limit increases. There does appear to be a reduction in total crashes when the posted speed limit is set 10 mph below the engineering recommended speed limit, but this is offset by an expected increase in fatal + injury crashes associated with this practice. In the Majority of cases the speed limit recommended based on the Engineering study is the appropriate speed limit. However, in some instances, the motorist may not be aware or may not adjust not adjust to a particular safety concern related to non-motorist (e.g. pedestrian, bicyclist) on a roadway.

Three year accident history shows no pedestrian involved accidents and only one right-angle type in this period. No accident trends were identified to warrant speed reduction countermeasures.

A UK Report by the Department for Transport has concluded that 20mph zones have made no impact on road safety and that drivers have reduced their speed by just 0.7mph within those zones. The study has been carried out over four years, in twelve different areas. One of the main findings is that up to 94% of drivers break the speed limit if they usually drove above 24 mph before the 20 mph zone was introduced.

Speed limits in New York are as follows: No such speed limit applicable throughout such city or village or within designated areas of such city or village shall be established at less than thirty miles per hour *(for the entire village);* No such speed limit applicable on or along designated highways within such city or village shall be established at less than twenty-five miles per hour, except that school speed limits may be established at not less than fifteen miles per hour, for a distance not to exceed one thousand three hundred twenty feet, on a highway passing a school building, entrance or exit of a school abutting on the highway

Therefore the speed limits listed in the entire NY V&T section are as follows:

- 65 mph: limited access freeways and interstates
- 55 mph: default speed limit where no limit is posted
- 50 mph: maximum speed for trucks on the New England Thruway (I-95)
- 45 mph: some divided roads
- 25-45 mph: residential areas
- 20 mph: designated residential "Neighborhood Slow Zones" in New York City
- 15-30 mph: school zones

According to NY State law , the minimum speed limit for residential areas is 25 mph, therefore any speed limit of 20 mph or less is not permitted unless in NY City or a school area (as per above). A speed limit of 20 mph is also 15 mph under the 85th percentile speed W/B and 20 mph under the E/B 85th which, as mentioned above, is not recommended.

Speed Feedback Signs

Spatial Effectiveness of Speed Feedback Signs by Kelvin R. Santiago-Chaparro, Madhav Chitturi, Andrea Bill, and David A. Noyce (University of Wisconsin-Madison) states that previous research in the area of work zones has confirmed that the effectiveness of a Speed Feedback Sign (SFS) reduces with time. Chitturi and Benekohal (University of Illinois) found that immediately after deploying SFS in Interstate work zones, the average speed of drivers was reduced by 4.4 mph; however, 3 weeks after the installation, speeds were reduced only by 2.3 mph (7). Research performed by Lee et al. (Ajou University) studied the short and long-term effects of SFS in school zones and found that shortly after the installation of the SFS, a speed reduction of 5.1 mph was observed; but after a 12-month period, the reduction dropped to 3.6 mph (8).

Suffolk County D.P.W. studies on speed feedback signs (SFS) in Suffolk County were carried out on six different roadways/locations up until 3/19/19 (see attached). Most of these were undertaken in the mid 2000's when the D.P.W. determined the results of SFS usage for speed reduction in Suffolk County. These studies showed that where 85th percentile speeds ranged from 35 to 46 mph prior to the installation of the SFS, an average lowering of only 1.3 mph was achieved several months after installation. The equivalent change to the 85th percentile speeds, if a SFS was installed on CR 80 in Eastport, would be minimal (1 mph) and therefore not recommended.

Studies stated *in Royce Reynolds Independent report:*

RadarSign, a vendor for Lightweight Speed Signs is referenced showing a graph of the effectiveness of radar feedback signs. A study by the industry that is selling the same feedback signs could not be impartial and would come to the conclusion that their product is effective. *Williamson et al., 2016*. This study investigated the effect of a radar speed display sign placed for an extended period of time, at a location frequented by law enforcement on a road segment entering a university campus with a high number of pedestrians and vehicle speed violations. The effectiveness of the sign was depended on high police enforcement and the area was completely different- a University Campus- than the Public highway within the CBD of Eastport.

Texas Transportation Institute et al, 2003: Project Summary Report 0-4475-S (Project 0-4475: Effectiveness of Dynamic Speed Display Signs (DSDS)): *Researchers concluded that the influence of a DSDS was not necessarily identical on all motorists at a given location. Rather,*

those motorists traveling faster than the posted speed did appear more likely to reduce their speeds in response to the DSDS than did motorists traveling at or below the posted speed limit. However, this differential effect did not always occur immediately after installation. Rather, there was an initial "novelty" effect of the sign whereby nearly all motorists reduced their speeds slightly, regardless of the speed at which they were initially approaching. Then, as motorists became accustomed to the presence of the sign, only those vehicles exceeding the speed limit tended to continue to reduce their speeds when they encountered the DSDS. (This agrees with the statement used in the independent review.) The Project Summary Report also states that the DSDS devices were positioned in four locations. Only in school zones or locations that typically received regular attention by law enforcement personnel did long term effects of DSDS remain near initial reductions. Other areas were different. An approach to a high speed intersection showed speeds returned back to normal after 4 months and upstream to school zones which showed an initial 3 mph reduction that lowered to 1-2 mph when measure again after four months later. This report supports Suffolk County's data on the long term effectiveness of DSDS in Suffolk County, where we found an average 1.25 mph reduction in speeds as the long term effect of their use. Our data used 5 Speed feedback signs in different locations across Suffolk County prior to 2007. Then another review of a newer speed feedback sign in 2019 was added to them to determine if driving habits relative to speed feedback sign have changed. The results showed the median speed lowered by 0.707 mph and the 85th lowered by 1.25 mph. The 2019 data confirmed these averages with a lowering of 0.92 mph of the median speed and a 1.50 mph lowering of the 85th percentile speed.

Pedestrian Count was conducted on June 6, 2022 from 11 am to 12:00 pm and 12 pm to 1:00 pm. Both unsignalized crosswalks (which are 550' apart) were viewed from a point 380 ft. east of East Moriches Blvd. Results were as follows:

Crosswalk across CR 80 located on the east side of East Moriches/Union:

- No pedestrians used the crosswalk.
- East of this crosswalk: 2 pedestrians crossed north to south; 3 south to north.

Mid-block crosswalk:

- West of this crosswalk: 8 pedestrians crossed north to south; 5 south to north.
- In the crosswalk: 3 crossed north to south; 2 south to north.
- East of this crosswalk: 2 crossed north to south; 2 south to north.

It was found that on June 6, 2022, between the hours of 11 am and 1 pm, twelve (12) pedestrian crossed north to south and ten (10) crossed south to north on locations where NO crosswalks were provided whereas NO pedestrians used the Union Ave crosswalk and only three (3) crossed north to south and two (2) crossed south to north at the mid-block crosswalk. It seems that convenience was 4X the factor for crossing the street rather than crossing at a crosswalk.

A Second Pedestrian Count was conducted on July 8, 2022 from 11:00 AM to 1:00 PM on a sunny & 80^{o} day. Both unsignalized crosswalks at Union Ave and in the center of the Eastport CBD (which are 550' apart) were viewed by two observers from a point approximately 380 ft. east of East Moriches Blvd.

Results were as follows:
There were no pedestrian usage of the bird sanctuary and no pedestrians crossed at the park opening. Two pedestrians crossed at the Union Ave crosswalk from 11 AM to 12 PM and none crossed in the following hour. The midblock crosswalk in the center of the Eastport CBD had 23 cross between 11 AM & 12 PM and 19 pedestrians cross between 12 PM & 1 PM. It was seen during this count that many pedestrians use convenience in choosing where to cross CR-080. Forty-one (41) pedestrians crossed CR-080 between 11 AM & 12 PM in places other than the crosswalks and sixty-nine (69) pedestrians between 12 PM & 1 PM. Hopefully with upgrades to the crosswalk (see below), the eighteen pedestrians between 11-12 PM and the thirty-five (35) pedestrians between 12-1 PM that crossed within 100 ft. of the mid-block crosswalk will decide to use the crosswalk.
Pedestrian sight distance (Union Ave. crosswalk): CR 80 @ E. Moriches Blvd/Union Ave sight lines that are available to pedestrians considering crossing at this crosswalk were evaluated during a field visit to the study intersection. Pedestrian visibility to on-coming traffic and delays caused by vehicle volumes and gaps in traffic flow were assessed by staff conducting this study. The crossing distance may be measured as the distance from curb to curb across both travel flows (E/B & W/B) approximately 41' or the distance from the edge of the travel lane to the far-side travel lane 27'. However, pedestrian exposure/comfort standing in the roadway at the edge line utilizing the shorter crossing distance may not provide the desired safety factor. A starting and ending point of crossing at 2' from the edge line (or 31') would be the minimum safety/comfort level for a pedestrian. In this case, geometric roadway characteristics (horizontal/ vertical curves) that limit pedestrian sight distance are present surrounding the study intersection.

Sight lines provided to/or from the vehicle & the pedestrian are as follows:

Direction	Crossing South	Crossing North
To the west (E/B Veh)	690'	690'
To the East (W/B Veh)	620'	620'

It should be noted that parked cars could slightly block N/B vehicle sight lines when parked in front of Citarelli's on the southwest corner of the intersection. Cars would have to move out into the shoulder to increase sight distance. Eastbound the crosswalk is adjusted to the side street (Union Ave); the location of the gas station driveways prohibit on-street parking and provides adequate sight distance at all times. A marked crosswalk & advanced warning guide the motorist to anticipate the presence of crossing pedestrians, however marked crosswalks also can give a false sense of security to those using the crosswalk that vehicles will yield to pedestrians. Using the 85th percentile speed of 40 mph, calculations can be made, using pedestrian speeds of 3.5 ft./sec, for the distance required for a pedestrian to cross the travel lanes (26 ft.) (NOTE: Four (4) feet was added on the width to accommodate starting 2' before the lane and ending 2 ft. after crossing the lane for a more conservative approach – total 30 ft.). Realigning Union Ave eastside would reduce crossing time/crosswalk length.
With vehicles travelling at 40 mph (58.67 feet per second) the distance that would be traversed by a vehicle before conflicting with a crossing pedestrian is calculated (Crosswalk's width/3.5 ft. per sec. X 58.67 ft. per sec.). Therefore, it is estimated that a pedestrian needs a

minimum of 503 feet of sight distance to have sufficient time to cross before a conflict with the car. Measured sight lines to the east and west (walking in both directions) are adequate in order for a pedestrian to have sufficient time to cross before a conflict with the car. Available sight distances also exceed the estimated Stopping Sight Distance (305') for vehicles travelling at the 40 mph 85th percentile speed in all directions of pedestrian crossings and vehicles travel.

Pedestrian sight distance (Mid-block crosswalk): *(located 600 ft. east of E Moriches Blvd/Union Ave)* "Pedestrians considering crossing CR 80 at the Eastport mid-block crosswalk were evaluated during a field visit to the study intersection. Pedestrian visibility to and from on-coming traffic and delays caused by vehicle volumes and gaps in traffic flow were assessed by staff conducting this study. Pedestrians standing on the sidewalk/curb are less likely to be recognized by motorists and the pedestrian sight lines are limited due to parked vehicles on the shoulder in close proximity to the crosswalk. As a pedestrian begins to enter the roadway, their ability to see and be seen improves. The advanced reflective warning signs, rumble stripes and reflective marked crosswalk warn the motorists to anticipate the presence of crossing pedestrians.

Using the measured crossing distance of 27' (2-11' wide lanes plus 1' full barrier center line plus 2' on each side (providing a safety factor) and a pedestrian walking speed of 3.5 feet per second, it would take 7.71 seconds for a pedestrian to cross the road. With vehicles travelling at 35 mph (51.33 feet per second) a distance of 396 feet would be traversed by a vehicle before conflicting with a crossing pedestrian. Therefore, it is estimated that a pedestrian needs a minimum of 396 feet of sight distance before deciding to cross the roadway.

Measured sight lines, while vehicles are parked in the shoulders, from the south (northbound) at a point (2') comfortably behind the edge line were approximately 700' to the east and 550' to the west for pedestrians crossing CR 80 at the mid-block crosswalk and approximately 150' to the east and 400' to the west for pedestrians crossing from the north (southbound). These available sight distances exceed the estimated sight distance (396') for pedestrians crossing the road in all directions EXCEPT crossing southbound looking to the east. In addition, this southbound to the east distance of 150' DOES NOT EXCEED the recommended stopping sight distance (240') for motorists travelling along CR 80 using the 85th percentile speed. However, when vehicles are not parked in the shoulder the sight distance is increased beyond the 396' & 240' required. Parking restrictions in a CBD could be resisted by shop owners and can cause loss of business and other unforeseen results. With no accidents at the crosswalk safety concerns are minimal.

When reviewing sight distance at this crosswalk for pedestrians crossing southbound and determining conflicts with westbound vehicles (only) would not require using, in the calculation, the entire distance across the roadway with 2 foot buffers on either side for safety. Since the eastbound direction has more than adequate sight distance (400'), and once the eastbound traffic was clear, it would only require the distance of the westbound lane, the dual barrier center line and two feet on either side for safety when determining when conflicts from westbound vehicles would no longer occur. This would require a total 16 ft. of pedestrian travel before conflicts with westbound vehicles would be averted. It would lower the time to cross the westbound lane (@ 3.5 ft./sec) to 4.57 seconds and lower the sight distance required to avoid conflicts with westbound vehicles at the 85th percentile (35 mph - 51.33 ft./sec) to 235 ft. Sight distance crossing S/B and looking to the east for westbound vehicles (with parked cars along the north side of CR 80 - east of the crosswalk) was measured

to be 150 ft. This would still be insufficient to avoid a conflict with a westbound vehicle. Adding a parking restriction would require approximately 170' to the east including the driveway apron and 7 parking spaces to the east to be lost. A 20' hatching was added on all sides of the crosswalk in 2022.

Rumble strip location: The rumble stripes help to warn the motorists to anticipate the presence of the oncoming CBD. In review of the rumble strip location it was found to be in front of an electric substation. Moving them to the east would place them in front of a residence and moving them further west puts them further from the town CBD (the area where the rumble strips are trying to slow traffic) and would not be as effective.

Moving the Mid-Block Crosswalk: It appears from aerials that this crosswalk is approximately 60-80 feet west of the mid-point of the bend in CR 80. An in-field review revealed that relocation of this crosswalk to the mid-point of the curve, approximately 60 feet to the east, WILL NOT improve sight lines to the east when vehicles are parked to the east of the crosswalk on the north side of CR 80." Lack of the driveway "No Parking" area to the east of the crosswalk (if it's moved to the east) would actually decrease sight distance to the east by moving parked cars closer to the pedestrian. Without having the driveway's additional no parking area (and only having 20' of hatching to the east) the sight lines decrease. Moving this crosswalk to the west would decrease sight distance to the east and moving the crosswalk to the east would also move it further from the luncheonette and other points of interest in the CBD.

RRFB Guidelines for the Mid-Block crosswalk from NY State DOT TSMI18-02 state that some jurisdictions have enacted specific criteria for deciding if a RRFB is an appropriate solution at an uncontrolled location including the following:

1. Marked Crosswalk √
2. Minimum Vehicular Volumes: 1500 VPD or 150 VPH √
3. Minimum Pedestrian Volume Thresholds

a. 20 Pedestrians per hour* in any one hour, or √
b. 18 Pedestrians per hour* in any two hours, or √
c. 15 Pedestrians per hour* in any three hours, or
d. 10 School Aged Pedestrians traveling to/from school in any one hour

*Young, elderly, and disabled pedestrians are counted 2X towards volume thresholds
** School Crossing defined as a crossing location where ten or more student pedestrians per hour are crossing

4. Stopping Sight Distance (SSD) ≥ 8 times the Speed Limit No
5. 300 ft. (minimum) to the nearest protected crossing; 200 ft. in urban areas based on engineering judgment √

All guidelines are met with the exception of the W/B stopping sight distance to a north to south ped which is not > 8 times the speed limit. A dual RRFB, if used, on both the south & north sides of CR-080 would make the stopping sight distance to the flashing RRFB & sign on the south (instead of the pedestrian) more than 8X the speed limit.

Please Note: The crosswalk at the unsignalized intersection of E. Moriches Blvd/Union Ave showed little or no pedestrian traffic during the two hours of pedestrian data collected to warrant additional traffic control devices.

CONCLUSIONS:

- Existing pedestrian crosswalk-related signs are highly reflective fluorescent yellow-green located in advance of, and at, the two existing crosswalks on CR 80 for both directions of travel.
- Rumble strips on CR 80 approaching the Eastport CBD required maintenance in both directions of travel. (Will be completed in 2023)
- There were no pedestrian-vehicle incidents in the study segment for the 3-year time period 1/1/2019-12/31/2021. Three of the four reportable accidents involved parked or parking vehicles.
- Spot speed 85th percentile results of 40mph eastbound and 35mph westbound. The posted speed limit in the Eastport CBD segment is 30mph.
- The speed limit evaluation using the Federal Highway Administration (FHWA) developed expert system, USLIMITS2 recommended 35 mph and the NCHRP Speed Limit Setting Tool recommended 30 mph.
- In considering the relocation of the unsignalized, mid-block crosswalk to a point 60 feet to the east, it DOES NOT improve sight lines to the east for southbound pedestrians when vehicles are parked east of the crosswalk on the north side of CR 80.
- In considering the relocation of the unsignalized, mid-block crosswalk to a point 60 feet to the west, it further limits sight lines due to its new proximity to the curve. Restricting parking to increase sightlines are not recommended in a CBD.
- An RRFB at the mid-block crosswalk installed in both directions (back to back), on both sides of CR-080 and activated from either side would increase stopping sight to the crosswalk.
- The crosswalk at the unsignalized intersection of E. Moriches Blvd/Union Ave showed little or no pedestrian traffic during the two hours of pedestrian data collected to warrant additional traffic control devices.
- The Ineffectiveness of Speed Feedback Signs over Time was demonstrated by three University studies as well as by Suffolk County which showed that, where 85th percentile speeds ranged from 35 to 46 mph prior to the installation of the Speed Feedback Device, an average lowering of only 1.3 mph was achieved several months after installation.
- It was determined through discussions, that no crosswalk was needed at the park just east of the bridge and a sidewalk on the south side of CR 80 to connect the park with the crosswalk at the elementary school.
- The driveway at #506 Montauk Hwy would require the elimination of 5 parking spaces to the east and three parking spaces to the west in order to insure appropriate stopping sight distance in both directions. Unless on street parking is prohibited, which is not a viable alternative to business owners in the CBD, sight lines are not met.

RECOMMENDATIONS:

- No Crosswalk at the Andrea Spilka Park is recommended at this time.
- Email to pavement marking engineer to refresh the worn rumble strips – eastbound & westbound CR 80 – for the Eastport CBD (copy attached).
- Email (in file) to the pavement marking engineer to refresh the crosswalk hatching on both sides of the crosswalk and both sides of CR-080.
- Keeping the current speed limit without an increase or decrease is recommended.

- Installation of a speed feedback sign is not recommended.
- An RRFB at the mid-block crosswalk should be installed in both directions (SIGNS - back to back), on both sides of CR-080 and activated from either side.
- Approve a work order for an advance pedestrian crossing sign for westbound traffic for the E. Moriches Blvd/Union Ave crosswalk which is missing and should be added.
- A future capital project maybe considered to realign Union Ave eastside which will reduce crossing time/crosswalk length. Bulb outs could be considered at this crosswalk at that time.
- A Traffic Signal at CR 80 and Union Ave/East Moriches Rd is not warranted.
- Written response is not necessary.
- Close Service Request #21-00005244, 22-00045039, 22-00073932, 21-00196216, 22-00137538, 00073934
- Close Traffic Studies.

RECOMMENDATIONS / WORK ORDERS

Work Order Authorization

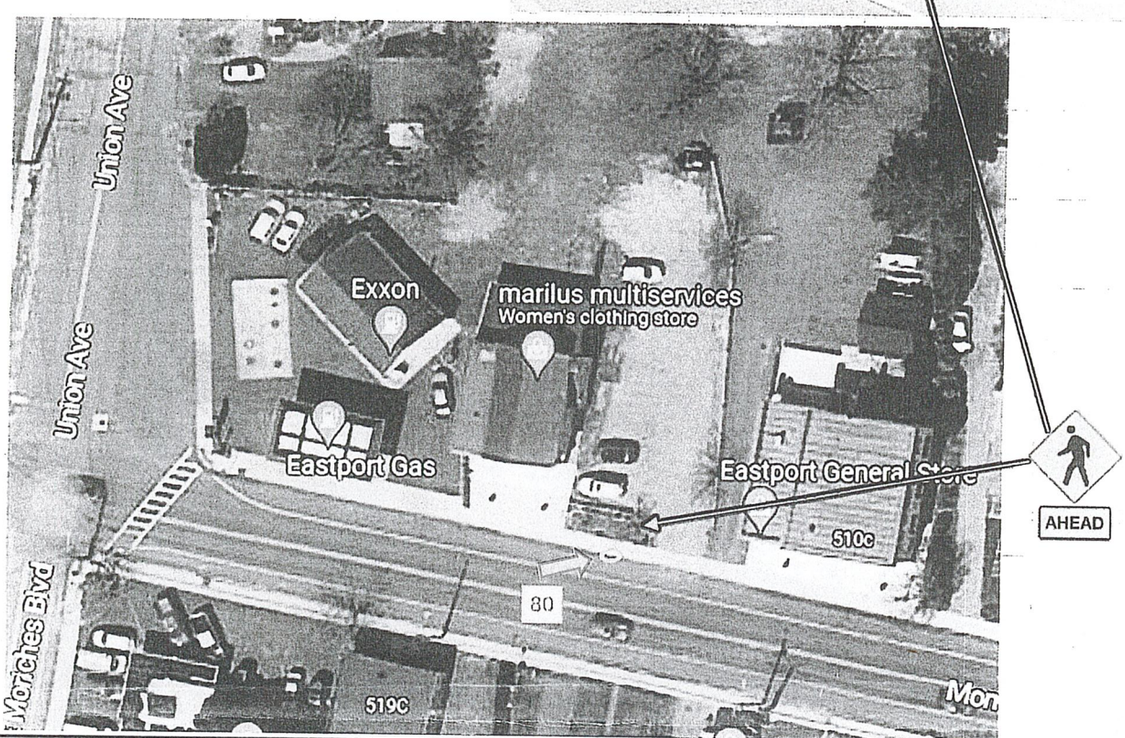
Suffolk County Department of Public Works

Pursuant to all applicable Articles, Sections, and Subsections of the New York State Vehicle and Traffic Law, by order of the Commissioner of the Department of Public Works, the following traffic control devices shall be established, erected, or revised, as indicated herein.

Traffic Work Order # 80-744	Designed by: R. Elberfeld	Work Type (choose one):
C.R. 80 (Montauk Hwy)	Date: 2/21/23	X Signing
Near E. Moriches Blvd/Union Ave	Approved by: [signature]	— Pavement Markings
	Date: 2/22/23	— Other:
Hamlet / Village: Eastport	Completed by:	Traffic Study # (if applicable): CR-080-2021-003
Town: Brookhaven	Date:	

Not to Scale

N



Remarks: FABRICATE & INSTALL an Advance Pedestrian Crossing sign with "Ahead" plaque (W16-9p) just 8-10' east of 518 Montauk Hwy, Eastport. *(As close to the sidewalk as possible)*

LEGEND & SIGNS NEEDED

Symbol	Quantity	Type	MUTCD #	Size	Symbol	Quantity	Type	MUTCD #	Size
	1		W11-2	30x30					
	1	AHEAD	W16-9p	24 X 12					

INITIAL REQUESTS / ACKNOWLEDGMENTS

Suffolk County
Department of Public Works

TO: (SH) NP RH JR RE _____

FROM: Alexander J. Prego, P.E., PTOE
Director of Traffic Engineering
852-4081

DATE: January 21, 2021

LOCATION: CR 80 @ E Moriches Rd. to Lily Pond Lane

- ❑ Prepare acknowledgement
- ☑ New study J/N CR080-2021-003
- ❑ Include in J/N _____
- ❑ For your review
- ❑ Prepare comments
- ❑ Respond via email, cc to me
- ❑ Prepare a response
- ❑ Return or email to me for review
- ❑ Investigate
- ❑ Return this call
- ❑ Advise me of status/outcome
- ❑ See me to discuss
- ❑ For your information
- ❑ Circulate, as noted above
- ❑ File in
- ☑ No response needed, at this time
- ❑ Discard
- ❑ Return to me
- ❑ Refer to _____
- ❑ Other _____

ADDITIONAL COMMENTS OR INFORMATION:

_____

_____

_____

_____

Service Request Summary Report
21-00196216
Printed Date: Sep 23, 2022 - 11:28:24 AM

Type:	Pavement Markings - Change (DPW-Engineering)	**SR #:**	21-00196216
Created By:	Alexander Prego	**Prority:**	Standard
Service Request Owner:	DPW-Traffic Engineering	**Status:**	Closed
Method Received:	Phone	**Status Date:**	Sep 23, 2022 11:28:13 AM
SLA Detail:	548 Calendar Days	**Created Date:**	Dec 09, 2021 9:11:23 AM
CR Number:	CR 80	**Overdue on:**	Jun 10, 2023 10:11:23 AM
		Closed on:	Sep 23, 2022 11:28:12 AM

Location: 475 MONTAUK HWY, EASTPORT, NY, 11941
Location Details:
Description: County in Spring (May) 2022. Trail cleared and benches installed in Fall 2021.

Service Questions

Questions	Answers
What change are you requesting?	Pedestrian Crosswalk
Please describe in detail the change you are requesting.	For the new trail, benches and plaque installed. "Andrea Spilka Par"

Contact Information

Name	Address	Email	Phones/Extensions
Alexander J Prego	335 Yaphank Ave, Yaphank, United States, 11980	alexander.prego@suffolkcountyny.	+1 (631) 852-4002

Service Activities

Activity Name	Status	Assigned To	Outcome	Outcome Reason	Finish Date
Final Response	Complete	Traffic Engineering Traffic Studies	Work Completed		9/23/2022 11:26 AM

Resolution Questions

Service Activity	Resolution Question	Resolution Answer

Comments

Comment	Comment By	Created Date
Final Response : New Sidewalk will be installed on the south side of CR 80 to connect to the mid-block crosswalk at the Elementary School. People accessing the park will park at the school parking lot. Therefore a mid block crossing will not be installed at the park entrance	Niamh Perrotta	9/23/2022 11:28 AM
Reference Study CR080-2021-003 and CR 080-2021-069	Niamh Perrotta	9/23/2022 11:24 AM

Related Child Service Requests

Related Parent Service Requests

Town of
Brookhaven
Long Island

Edward P. Romaine, Supervisor

October 29, 2021

Joseph Brown, P.E., Commissioner
Suffolk County Department of Public Works
335 Yaphank Avenue
Yaphank, NY 11980

Dear Commissioner Brown,

I was recently contacted by Councilman John Bouvier regarding Southampton plan to construct a park on the south side of Montauk Highway near the Brookhaven - Southampton town line in honor of Andrea Spilka. As part of this plan, to enhance pedestrian safety, crosswalks have been planned. Please accept this letter as support from Brookhaven Town for the planned crosswalks. We believe that these crosswalks will provide a greater sense of security and safety.

Sincerely,

Edward P. Romaine

Edward P. Romaine
Town Supervisor

cc: Dan Panico, Brookhaven Town Deputy Supervisor
John Bouvier, Southampton Town Councilman
Bridget Fleming, Suffolk County Legislator
Eastport Green Project

Service Request Summary Report
22-00045039
Printed Date: Sep 23, 2022 - 10:57:44 AM

Type:	Pedestrian Crossing New/Modified (DPW-Engineering)	**SR #:**	22-00045039
Created By:	Niamh Perrotta	**Prority:**	Standard
Service Request Owner:	DPW-Traffic Engineering	**Status:**	Closed
Method Received:	Email	**Status Date:**	Jun 15, 2022 11:21:06 AM
SLA Detail:	180 Calendar Days	**Created Date:**	Mar 08, 2022 8:23:34 AM
CR Number:	CR 80	**Overdue on:**	Sep 04, 2022 9:23:34 AM
		Closed on:	May 09, 2022 2:10:20 PM
Location:	390 MONTAUK HWY, EASTPORT, NY, 11941		
Location Details:			
Description:			

Service Questions

Questions	Answers
At what location are you requesting the new or modified Pedestrian Crossing?	The request was for a midblock crossing just east of the Bridge, for a new park on the southside of CR 80. In lieu of this midblock crossing we will investigate adding sidewalk from the Eastport Elementary school on the S/S of CR 80 to the park and people can park at the school and utilize the school crosswalk. We need to investigate of a RRFP is warranted at the School Crossing, and if the CR 80 crosswalk at the school and at pleasant valley Rd should be consolidated into one crossing.

Contact Information

Name	Address	Email	Phones/Extensions
niamh perrotta	335 yaphank ave, yaphank, United States, 11980	niamh.perrotta@suffolkcountyny.g	+1 (631) 852-4083

Service Activities

Activity Name	Status	Assigned To	Outcome	Outcome Reason	Finish Date
Final Response	Complete	Patricia Fantigrossi	Work Completed		5/9/2022 2:09 PM

Resolution Questions

Service Activity	Resolution Question	Resolution Answer

Comments

Comment	Comment By	Created Date
Final Response : This location at the crosswalk at Eastport Elementary school doesn't warrant RRFB's.	Niamh Perrotta	5/9/2022 2:10 PM
JR Please assign to someone to do ped counts during school arrival and dismissal (during good weather) before mid April. Commissioner's office needs recommendation by early May.	Niamh Perrotta	3/8/2022 8:26 AM

Reference study CR080-2021-003. Pedestrian counts for CR 80 in vicinity of the park and through downtown Eastport will be completed Summer 2022. Sidewalk to be installed along the southside of CR 80 in 2022, to connect the Eastport Elementary school parking lot and the park this will eliminate the need for a mid block crosswalk.	Niamh Perrotta	6/13/2022 1:06 PM

Related Child Service Requests

Related Parent Service Requests

Service Request Summary Report
22-00073932
Printed Date: May 15, 2023 - 12:04:24 PM

Type:	Parking Restriction - New/Modification (DPW-Engineering)	**SR #:**	22-00073932
Created By:	Stephanie Hall-Dubois	**Prority:**	Standard
Service Request Owner:	DPW-Traffic Engineering	**Status:**	Closed
Method Received:	Phone	**Status Date:**	May 15, 2023 12:04:14 PM
SLA Detail:	528 Calendar Days	**Created Date:**	May 11, 2022 12:24:17 PM
CR Number:	CR 80	**Overdue on:**	Nov 07, 2022 11:24:17 AM
		Closed on:	Feb 22, 2023 12:02:00 PM

Location: 506 MONTAUK HWY, EASTPORT, NY, 11941
Location Details: East of Union Ave (next to Eastport General Store)
Description: Resident at this address reports very limited visibility to exit her driveway due to street side parking for nearby businesses (particularly Friday-Sunday.) Caller also reports that driver's park in front of her apron which prevents her from getting into or leaving her driveway.
Action Taken: CR80-2021-003

Service Questions

Questions	Answers
What is the name of the road or street?	Montauk Highway
Which side of the street?	North
Exact limits of the request? Please supply side street names and approximate distances.	In vicinity of 506 Montauk Highway driveway
Which type of restriction?	Parking

Contact Information

Name	Address	Email	Phones/Extensions
[redacted]	[redacted]	[redacted]	[redacted]

Service Activities

Activity Name	Status	Assigned To	Outcome	Outcome Reason	Finish Date
Final Response	Complete	Traffic Engineering Traffic Studies	Work Completed		2/23/2023 12:01 AM

Resolution Questions

Service Activity	Resolution Question	Resolution Answer