GENESEE TRANSPORTATION COUNCIL

RESOLUTION

Resolution 21-15 Accepting the Wayne County High Accident Locations Report as evidence of completion of UPWP Task 6233

WHEREAS,

1. The *FY 2020-2021 Unified Planning Work Program* includes Task 6233, Wayne County High Accident Locations Program, for the purpose of analyzing the accident data of all the intersections under the jurisdiction of the Wayne County Highway Department and developing a list of priority intersections based on accident rates;

2. Said Task included developing a crash database of County-maintained intersections, producing crash rates with available traffic counts, analyzing candidate locations through a field review, producing collision diagrams, and evaluating potential safety countermeasures to make location-specific recommendations;

3. Said Task has been completed and has resulted in the *Wayne County High Accident Locations Report;* and

4. Said Report has been reviewed by GTC staff and member agencies through the GTC committee process and has been found to be consistent with the goals, objectives, and recommendations of the Long Range Transportation Plan.

NOW, THEREFORE, BE IT RESOLVED

1. That the Genesee Transportation Council hereby accepts the Wayne County High Accident Locations Report as evidence of completion of UPWP Task 6233; and

2. That this resolution takes effect immediately.

CERTIFICATION

The undersigned duly qualified Secretary of the Genesee Transportation Council certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Genesee Transportation Council held on June 10, 2021.

Date _____

_____

KEVIN C. BUSH, Secretary
Genesee Transportation Council

High Accident Locations Report

Wayne County High Accident Location Program

Wayne County, New York

Prepared for

Genesee Transportation Council

50 West Main Street

Rochester, New York 14616

March 2021

Barton&Loguidice

EXECUTIVE SUMMARY
WAYNE COUNTY HIGH ACCIDENT LOCATION PROGRAM

I. INTRODUCTION AND OBJECTIVES

Barton & Loguidice, D.P.C. (B&L) developed a methodology for a high crash program for Wayne County through the Genesee Transportation Council. B&L utilized Excel to combine the number of crashes occurring between January 1, 2014 and June 30, 2019 plus reports from the Wayne County Sheriff's Department through December 31, 2019 across all 605 intersections under the Wayne County Highway Department's jurisdiction. By using actual or estimated traffic volumes to produce intersection crash rates, B&L calculated a Countywide 5 year average intersection crash rate. From the list of intersections with higher than average crash rates, B&L conducted traffic engineering studies at 15 intersections. At these 15 intersections, crash patterns, crash factors, observations, and condition studies were analyzed to see if traffic control improvements or geometric modifications were needed.

Of the 15 intersections studied, 4 are located in the Town of Walworth, 2 in the Town Huron, and 1 intersection in each of the following towns: Lyons, Arcadia, Palmyra, Macedon, Ontario, Rose, Wolcott, Marion, and Sodus.

II. ANALYSIS

Of the 605 County owned intersections, 436 intersections were considered "High Accident Locations", meaning that the crash rate in one or more years between 2014 and 2019 exceeded the 5 year average intersection crash rate. In order to narrow down the selection of intersections to study, 3 criteria were introduced. The 3 criteria were the total number of crashes, the number of years the intersection crash rate exceeded to Countywide average crash rate, and the ratio of the individual intersection's crash rate divided by the Countywide average crash rate. Minimum values of 10 overall crashes, 4 or more years with a crash rate greater than the Countywide average, and a crash rate 1.5 times greater than the Countywide average were set. Using these 3 criteria, the number of potential locations decreased from 436 to 42. After a discussion with the Project Steering Committee, 15 of the 42 locations were selected for further engineering study.

Once the intersections were selected, all crash reports between January 1, 2014 and December 31, 2019 were examined for the 15 locations. A review of the crash reports revealed that the many of the "intersection" crashes did not actually occur at the intersection and many more crashes involved a vehicle striking a deer or other type of animal in the vicinity of the intersection. For some locations, 15 or more total crashes were reduced to only a couple actual intersection crashes, once crashes occurring away from the intersection and animal collisions were removed. However, even after eliminating the non-intersection crashes, several of the locations studied had in excess of 10 crashes between 2014 and 2019.

The traffic study prepared for each of the 15 intersections included:

- Crash history summary tables
- Collision diagrams
- Site visits to collect the following data and display on a condition diagram
  - Location and type of existing traffic control devices
  - Width of lanes and shoulders
  - Pavement Markings
  - Lighting
  - Intersection sight distance
- Recommendations

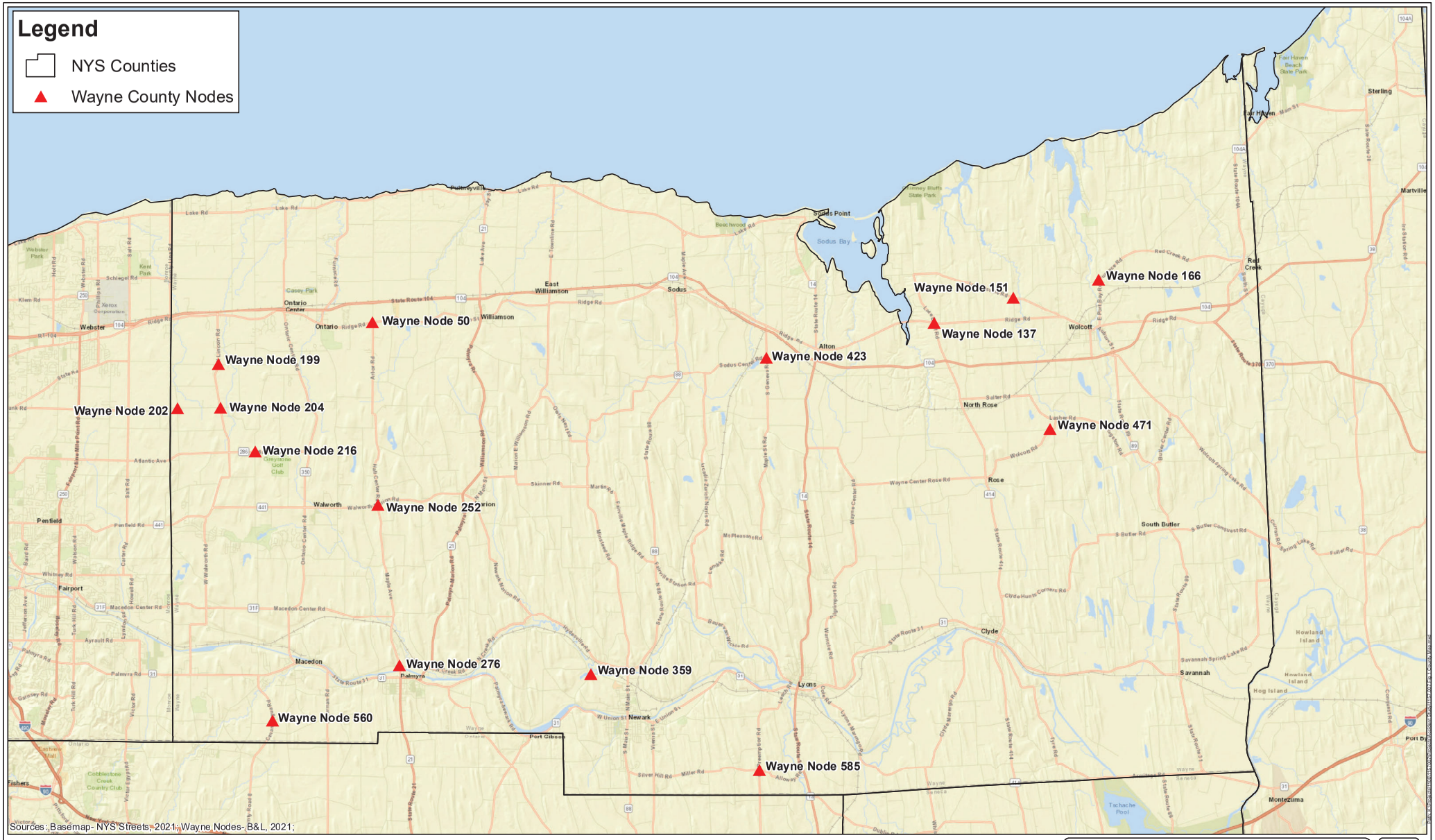
There have been recent improvements made to the traffic control devices at several of the locations studied. The crash rate at these intersections was assessed before and after the improvements were made to identify the impact and see if further traffic control improvements are necessary.

III. RECOMMENDATIONS

Based on review of the crash history, crash patterns, and field conditions, engineering recommendations were made for 8 of the 15 locations. Recommendations include installing stop bars and extending existing centerlines, installing "Cross Traffic Does Not Stop" sign panels, adding flashers to existing Intersection Ahead warning signs, installing Stop Ahead warning signs, and tree trimming. In locations where improvements are proposed, the County should continue to monitor the crash history to see if additional traffic control devices or geometric modifications are needed. See Table 1 below for a summary of the recommendations.

Table 1: Recommendations Summary

Wayne Node	Intersection	Recommendation(s)
50	Ridge Rd at Arbor Rd and Fisher Rd	Install stop bars and extend centerlines, tree trimming
137	Ridge Rd at Lake Bluff Rd	Install stop bars and extend centerlines
151	Lummisville Rd at Dutch Street Rd	Install Stop Ahead warning sign
166	Furnace Rd at East Port Bay Rd	Install stop bars and extend centerlines, install Cross Traffic Does Not Stop sign
199	Lincoln Rd at Whitney Rd	No action
202	Plank Rd at County Line Rd	No action
204	Plank Rd at N. Lincoln Rd and S. Lincoln Rd	Add flashers to existing Intersection Ahead signs
216	Atlantic Ave at Canandaigua Rd and Tiffany Rd	No action
252	Walworth-Marion Rd at Maple Ave and Hall Center Rd	Install Cross Traffic Does Not Stop signs, install stop bars and extend centerlines, add flashers to existing Intersection Ahead signs
276	Maple Ave at Quaker Rd	Install stop bars and extend centerlines
359	Tellier Rd at Stebbins Rd	No action
423	S. Geneva Rd at Sodus Center Rd	No action
471	Wolcott Rd at Lyman Rd	Install stop bar
560	Canandaigua Rd at Cockle Rd	No action
585	Old Preemption Rd at Alloway Rd	No action



Barton & Loguidice

N W E S

1 inch = 14,000 feet

Wayne County High Accident Location Study

Wayne County Nodes Location Map

Wayne County 3/17/2021 New York

Figure 1

Project No. 1157.007