



Route 303 at Erie Street
Intersection Improvement Project

Public Involvement Process

- Public Workshop I – July 28, 2009
 - Collected needs and concerns from the community
- Citizen Advisory Committee Meetings - September & November 2009
 - Discussed comments from Workshop I & community priorities
 - Evaluated conceptual design options, discussed medians, traffic patterns, sidewalks, aesthetics, business access concerns
- Public Workshop II – April 29, 2009
 - Present conceptual design, collect comments regarding design elements

Project History

- 1992 – NYSDOT presented Route 303 plans (concrete barrier design)
 - Plans did not meet community needs – project not initiated
- 1999 – Sustainable Development Study started
 - NYMTC, Town of Orangetown, Rockland Co. & NYSDOT
 - Study concluded in 2001
- 2004 – Added NB left turn arrow to Erie Street signal
- 2009 – Route 303 - Erie Street project design starts
 - First of many projects on Route 303

Sustainable Development Study

Identified Needs

- Safety
- Speed
- Turn lanes
- Access
- Beautification
- Pedestrian accommodations
- Vehicle storage during RR crossing

Sustainable Development Study

Recommended Improvements

- Four lane cross section
- Curbs
- Raised median
- Turn lanes
- Sidewalks & crosswalks
- Landscaping
- Greater capacity for storage at RR crossing

Existing Conditions

Existing Conditions

- Route 303:
 - 4 -10' Travel Lanes
 - 10' Shoulders
 - No turn lanes
- Erie Street
 - 2-12' Travel Lanes
 - 2' Shoulders
- Minimal sidewalks
- No crosswalks



Existing Traffic Data

- Annual Average Daily Traffic – 22,000 vehicles/day
- 85th Percentile Speed – 50 mph
- 30 pedestrian crossings observed during peak hours
- Intersection Level of Service (Delay/Vehicle)

	AM	PM
2009	B (17.3 sec)	B (17.2 sec)

Accident Study

Route 303: Walnut St to N Greenbush Rd/Leber Rd

- Study period: Feb 1, 2006 to Jan 31, 2009
- 96 accidents
 - Rear End: 39 (41%)
 - Left Turn: 18 (19%)
 - Overtake & Sideswipe: 12 (13%)
- 59 (62%) occurred between Hickory St and Blauvelt Diner
- Accident Rate: 3.09 accidents/mvm
- Statewide Average: 1.91 accidents/mvm

Accident Patterns



Accident Study

- Contributing factors:
 - Lack of access control
 - Lack of exclusive right/left turn lanes on Route 303
 - Traffic queues caused by RR crossing on Erie Street

RR Crossing Impacts

- Quiet Zone Study:
 - 20-55 trains per day
 - Up to 10-15 minute closures
- DOT Observations
 - Avg 5 minute closures
 - Traffic observed using alternate routes when traffic backed up.



Existing Conditions

- Traffic Flow Simulation

NYSDOT Project Needs

- Reduce Accidents / Improve Safety
- Improve Bicycle & Pedestrian Safety & Mobility
- Queue Storage for CSX Crossing
- Aesthetic Improvements

Needs are consistent with Sustainable Development Study

Priority Community Needs

- Turn Lanes
- U-turns/Breaks/Jug handles
- Center median
- Sidewalks (ADA) & crosswalks
- Greenbush connector path
- Storage for vehicles at RR crossing
- Minimize ROW takings
- Drainage issues
- Maintain business access

NYSDOT Project Objectives

- Reduce accidents/improve safety
 - Access Management
 - Turn Lanes
 - Raised Median
 - Vehicle Storage for Erie Street Railroad Crossing
- Improve Bicycle & Pedestrian Safety & Mobility
 - Sidewalks
 - Crosswalks
 - Pedestrian Signals
- Aesthetic Improvements
 - Landscaped median and other plantings

Conceptual Plan

Key Design Features

Lane Widths

- Route 303 - Travel Lanes
 - One 12' Travel Lane
 - One 14' Shared Lane (for Bicyclists)
- Route 303 - Turn Lanes
 - Standard: 11'
- Erie Street
 - Standard: 12' (Retains existing width)

Key Design Features

Median

- Two Way Left Turn Lane
 - Modest accident reduction
 - Appropriate for low speeds
 - No control of vehicular movements
 - Encourages (rather than discourages) more driveways
 - Not aesthetically pleasing
 - **Not supported by NYSDOT on Route 303**
- Concrete Median Barrier
 - Provides positive separation
 - Not aesthetically pleasing
 - **Not supported by community**



Key Design Features

Median

- Raised Median
 - Safest separation of traffic (controls movements)
 - Higher accident reduction than flush median
 - Wider: flexibility for future changes
 - Wider: landscaping opportunities



Selected: 15' curbed, landscaped median

Key Design Features

U-Turns – At Intersection

- May mislead motorists
- Longer crossing for pedestrians
- Property impacts are greater
- Doesn't address needs of businesses
 - NB: on west side of 303 north of Erie Street
 - SB: on east side of 303 south of Erie Street

Not supported by NYSDOT on Route 303

Key Design Features

U-Turns – For Delivery Trucks



Not supported by NYSDOT on Route 303

Key Design Features

U-Turns – For Passenger Cars



Selected: U-Turns for Passenger Cars

Key Design Features

Vehicle Storage at RR Crossing

- Two Lanes on Erie Street
 - Storage limited due to driveways and taper
 - Moderate impacts to properties/driveways
- Right Lane on Route 303
 - Greater storage capacity
 - Reduced conflicts with Rt 303 through traffic

Selected: Right Lane on Route 303

Conceptual Plan

Proposed Improvements

- Raised 15' wide landscaped median
- Left turn lanes on Route 303
- Right-turn lane for SB Route 303
- U-Turns on Route 303 at ends of project
- Sidewalks and cross-walks
- Signal upgrade
 - Pedestrian signals and push-buttons
- New drainage system

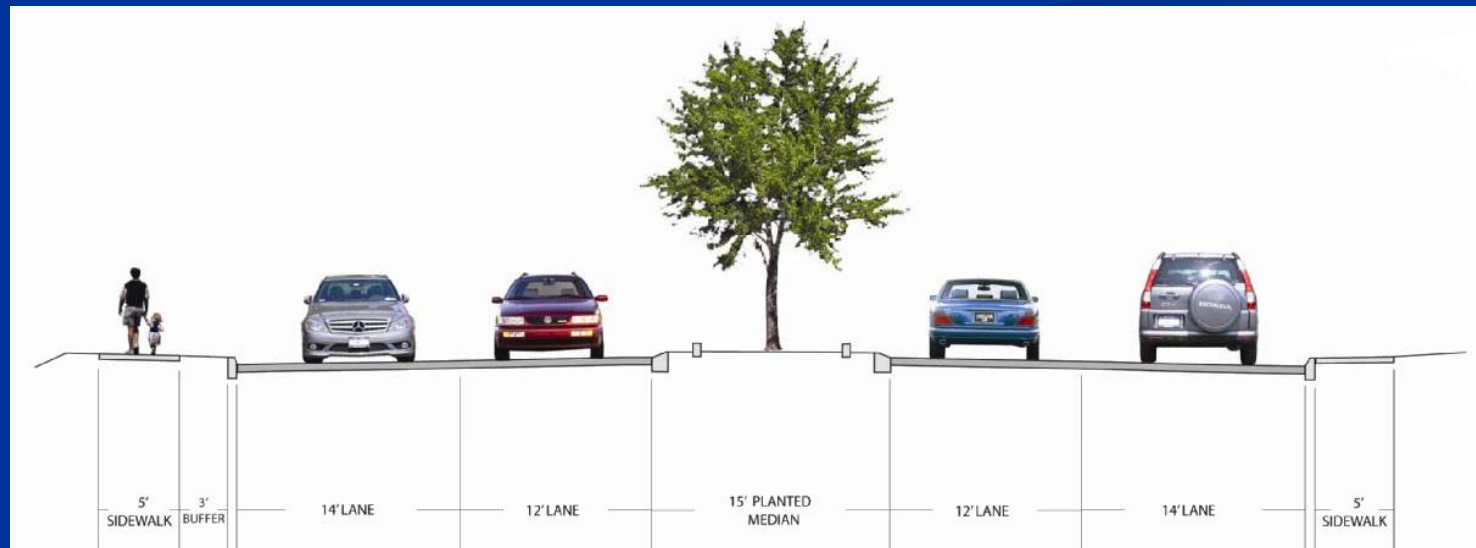
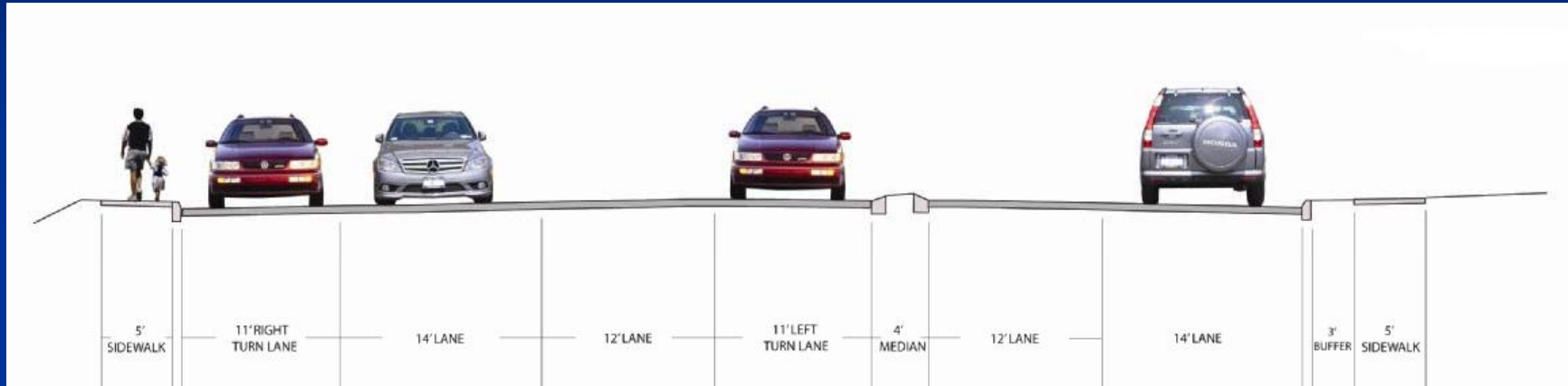
Greater than 37% average accident reduction

Conceptual Plan

Intersection area



Conceptual Plan Intersection Typical Section



Conceptual Plan

- Traffic Flow Simulation

Next Steps

- Final design – complete by Dec. 2011
- Acquire property – by Dec. 2011
- Open bids – March 2012
- Construction starts – May 2012
- Construction complete – November 2014