

2.3.1.8. Safety Considerations, Accident History and Analysis – The Regional Transportation Systems Operations Unit's Safety Information Management System (SIMS) query revealed that a total of 15 accidents were reported within the project limits between the period from January 1, 2001 through December 31, 2003. The 15 accidents that occurred at the NY Route 324 and Staley Road intersection yield a calculated intersection rate of 0.70 accidents per million entering vehicles (ACC/MEV). The mean accident rate for intersections of this type, i.e., a 4-leg signalized urban intersection with a left turn lane, is 0.46 ACC/MEV. Since the intersection has a calculated rate which exceeds the mean accident rate, this indicates a safety record poorer than average, when compared with similar intersections statewide.

Rear-end accidents, seven (7) events, made up almost 50 percent of the total accidents. Six of these accidents occurred on NY Route 324 along with two (2) overtaking accidents. There were three right angle accidents and three left turn accidents. Twenty percent of the overall reported accidents resulted in personal injury, which falls within the expected range for this type of facility. None of the accidents within the project limits resulted in fatalities.

The NY Route 324 and Staley Road intersection is listed as a Safety Deficient Location (SDL) for the period of June 1, 2000 through May 31, 2002 (HAL year 2002), the most recent time period for which complete HAL data is available. A Safety Deficient Location is one whose accident rate is in excess of the comparable statewide average to such an extent that there is 90 percent likelihood that the accident rate cannot be attributed to chance.

2.3.1.9. Existing Police, Fire Protection and Ambulance Access – A New York State Police Station, a Grand Island Fire Station, and an Erie County Sheriffs Station are located approximately one and a quarter miles northeast of the NY Route 324/Staley Road intersection near the NY Route 324/Whitehaven Road Intersection.

2.3.1.10. Parking Regulations and Parking Related Conditions – There are no parking restrictions posted on any roadways within the project limits.

2.3.1.11. Lighting – There is street lighting located on utility poles within the project limits.

2.3.1.12. Ownership and Maintenance Jurisdiction – The New York State Department of Transportation owns and maintains NY Route 324, Grand Island Boulevard. The Town of Grand Island owns and maintains Staley Road.

2.3.2. Multimodal

2.3.2.1. Pedestrians – Concrete sidewalk exists in the northeast corner of the intersection only. The sidewalk extends from the intersection to a point 350 feet east of the intersection. A marked crosswalk also exists across the north leg of NY Route 324. Pedestrian actuated signals exist at the crosswalks.

2.3.2.2. Bicyclists – The South Parkway Bike Path, multi-use trail, terminates at a point 300 feet north of the intersection. The multi-use trail approaches the intersection along the southeast quadrant, and crosses the east leg of Staley Road via a high visibility crosswalk. At this point, the trail continues along both sides of the roadway, off-road, until it reaches the bus shelter, where both paths transition to an on-road, signed bicycle route.

2.3.2.3. Transit – The Niagara Frontier Transportation Authority (NFTA) regularly services NY Route 324 within the project limits.

2.3.2.4. Airports, Railroad Stations, and Ports – There are no airports, railroad stations or port entrances within the project limits.