

Lance, MacMillan, Regional Director
New York State Department of Transportation
4 Burnette Blvd.
Poughkeepsie NY

Via Email

Re: Crash Analysis Intersection Rt. 44/55 and Bruynswick Road, Town of Gardiner

Dear Mr. MacMillan,

As Chair of the Ulster County Transportation Council (UCTC) I would like to bring to your attention a significant safety concern regarding the intersection of Rt. 44/55 and Bruynswick Road in the Town of Gardiner.

The UCTC is completing its county-wide Road Safety Analysis effort and has identified 10 priority locations in its planning area that have significant safety hazards associated with them. Of these 10, the number one location identified is the intersection of Rt. 44/55 and Bruynswick Road in the Town of Gardiner (see below). I have also attached the crash analysis data from the study.

In addition to the empirical evidence concerning the intersection presented in the study, first responders for the area are also extremely concerned about the crashes that continue to occur here as noted in a recent email to UCTC from the Town Supervisor:

“Monday night I attended the Gardiner FD's monthly meeting to discuss the town board's undertaking to update the Comp Plan. After my presentation, the first question that I was asked is when will the State put a traffic light at the intersection of Route 44/55 and Bruynswick Road. The Town Board has requested a traffic study in the past and I feel strongly about supporting the needs of our Fire and Rescue Departments.”

As Chair of the UCTC I am requesting that the Department take the necessary actions to reduce the crash occurrences at the site. With the Benefit to Cost ratio of 3.2 and a high crash modification factor, signalization would appear to be the best solution.

Rank ID: #1

Location: Rout 44/Route 7 Intersection

This intersection is located in rural Gardiner at the junction of a rural major collector and a rural minor collector. The intersection is stop controlled for the minor road only. This location is top-ranked intersection from the network screening process based on crash rates and severity. Stakeholders and members of the TAC ranked this location as a "high" priority. The treatments recommended are a combination of feedback and benefit-cost comparison using the expected crash rate. Crash data and roadway attributes for this location are available in Appendix X.



AADT	Speed	Highest Crash Types (FSI)	Roadway Owner	Jurisdiction (Rural/Urban)	Crash Info
2,342	55	Right Angle (Right Angle)	NYSDOT & County	Gardiner (Rural)	25 crashes 52% Inj, 3 FSI

Crash Type by Injury Severity	Fatalities	Serious Injuries	Total Crashes
RIGHT ANGLE	1	2	20
MOTORCYCLE	0	0	1
REAR END	0	0	1
FIXED OBJECT	0	0	1
COLLISION WITH DEER	0	0	2

Treatment	Cost	CMF (Crash Modification Factor)	B/C	Notes
Install Traffic Signal	\$500,000	0.56	3.2	
Roundabout	\$1,500,000	0.18 (FSI)	1.9	
LED-Enhanced Stop Signs	\$15,000	0.87	31.1	
Intersection Conflict Warning Signs	\$100,000	0.70	10.8	

I look forward to working with you on a solution to this problem and ask that you reach out to Dennis Doyle, Director of UCTC regarding any questions or needed actions by UCTC..

Sincerely;



Patrick K Ryan, County Executive and Chair Ulster County Transportation Council

Cc: Mary Beth Majestic, Supervisor
 Ed Goff, PE Regional Traffic Engineer, NYSDOT
 Sandra Jobson, RPPM, NYSDOT
 Dennis Doyle, UCTC