



October 24, 2011

The Honorable Lewis A. Fidler
Council Member, 46th District
1402 East 64th Street
Brooklyn, New York 11234

Dear Council Member Fidler:

This is in reply to your request for a summary of our traffic study at the intersection of East 65th Street and Mayfair Drive North. Please accept my apologies for the delay.

Attached is the Intersection Control Study Summary Report that led to the determination that a Multi-way Stop control was not warranted at this intersection.

Thank you for your interest in this matter.

Sincerely,

Original Signed by
Joseph Palmieri

Joseph Palmieri
Borough Commissioner

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ea25, p. 55

bc: J. Palmieri, E. Athanailos, Brooklyn Engineering Office

Intersection Control Study Summary Report

This is in response to your request for a summary of the traffic studies and/or reports performed by the Department of Transportation (DOT) that resulted in a denial of Multi-way Stop controls at the intersection of East 65th Street and Mayfair Drive North in Brooklyn, New York.

In order to determine if Multi-way Stop controls are justified at this location, DOT conducted an engineering study of traffic conditions, pedestrian characteristics and physical characteristics of the location. The study included an analysis of factors related to the existing operation and safety at the location (and the potential to improve these conditions), and the applicable factors contained in the federal Manual on Uniform Traffic Control Devices (MUTCD).

A full description of the federal Multi-way Stop applications are available online at <http://mutcd.fhwa.dot.gov/>.

Field Observation Data (Manual Counts)

Manual vehicle and pedestrian counts were conducted on July 18th and 19th from 7:00 am to 8:00 am and from 5:00 pm to 6:00 pm (manual counts are typically conducted during morning and evening peak periods).

VEHICULAR VOLUMES

- On E. 65th Street (the major street), we counted 72 vehicles per hour (vph) during the morning peak period. On Mayfair Drive North we counted 38 vph.
- On E. 65th Street, we counted 106 vph during the evening peak period. On Mayfair Drive North we counted 44 vph.

PEDESTRIAN VOLUMES

- We counted six pedestrians crossing E. 65th Street during the morning peak period.
- We counted 18 pedestrians crossing E. 65th Street during the evening peak period.

Additional Data

Speed

The 85th percentile speed (the speed at which 85% of vehicles travel at or below) was 33 miles per hour (mph) on northbound E. 65th Street and 24 mph on southbound E. 65th Street.

Crash Experience

2009 – Four total crashes. Two of these crashes involved a parked vehicle.

2010 – Three total crashes. Two of these crashes involved a parked vehicle.

2011 – One crash.

Multi-way Stop Applications

Multi-way Stop controls can be considered when there are five or more preventable crashes within a 12 month period. Such crashes include right angle collisions as well as left turn and right turn collisions.

- At the intersection of E. 65th Street and Mayfair Drive North the highest number of crashes occurred in 2009 (four total crashes) however two of these involved parked vehicles which would not be considered preventable crashes.

Multi-way Stop controls can be considered when the vehicle volume on the major street approach averages at least 300 vehicles per hour for any eight hours of an average day and the combined vehicular, pedestrian and bicycle volume entering the intersection from the minor street approaches (total of both approaches) averages at least 200 units per hour for the same eight hours.

- At the intersection of E. 65th Street and Mayfair Drive North the highest volume counted on the major approach (E. 65th Street) was only 106 vehicles during the pm peak hour which is well below the average of 300 vph needed (per hour) for any eight hours.

Conclusion

In accordance with this engineering study, we have determined that this location does not meet any of the aforementioned guidelines for a Multi way Stop control. You may resubmit your request for additional intersection controls in 18 months, at which time we will re-study the intersection.