


Prepared by Barton & Loguidice, DPC


# VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 1  
DESTINATIONS AND DISTANCES

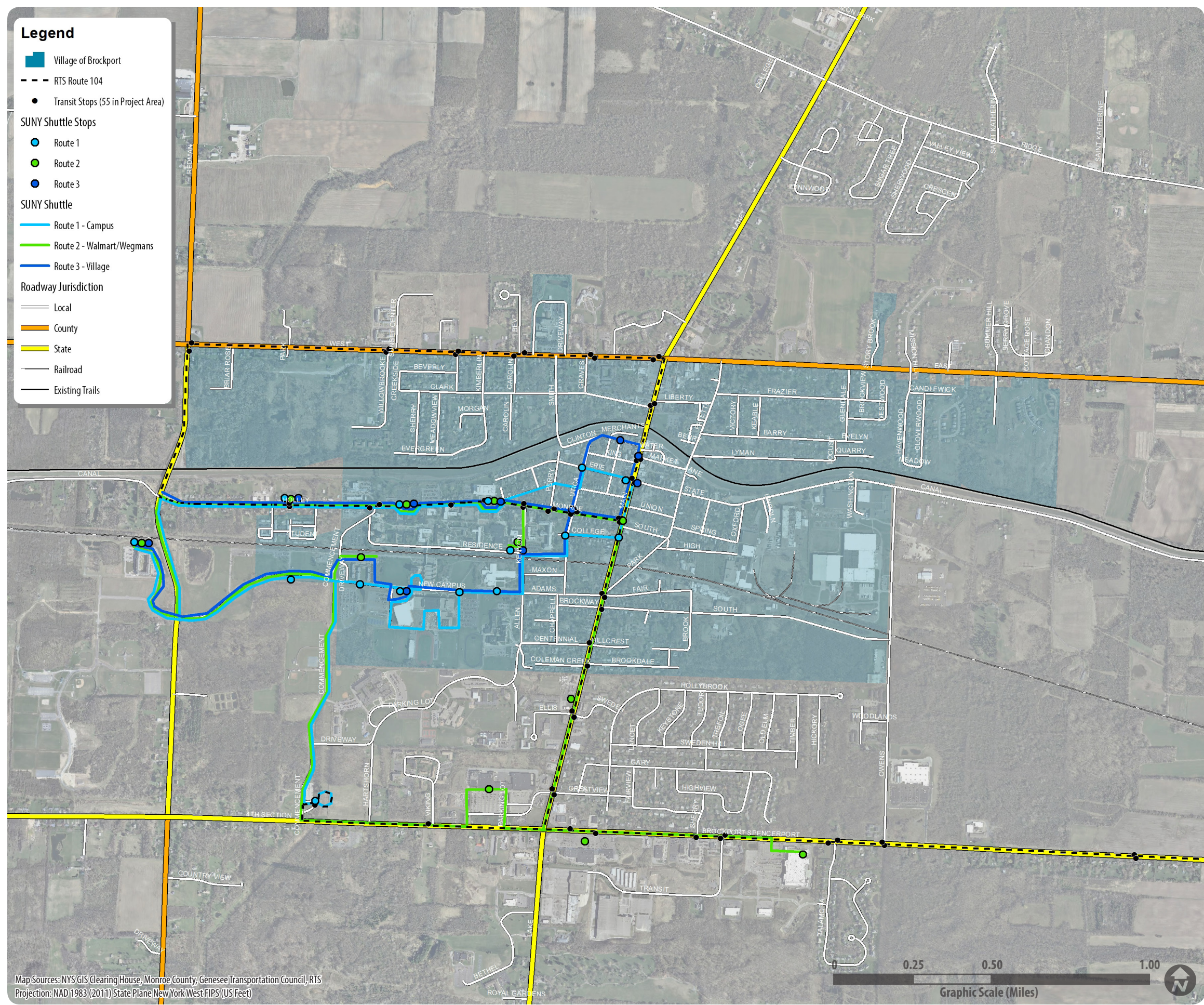
Distance (Miles)	Village Hall	Senior Center	Seymour Public Library	Drake Memorial Library/SUNY Brockport	Wegmans	Brockport High School	Sweden Town Park	Sweden Clarkson Recreation Center
Village Hall	0.0	0.2	0.9	1.6	1.4	0.9	3.4	1.9
Senior Center	0.2	0.0	0.8	1.8	1.6	1.1	3.6	2.0
Seymour Public Library	0.9	0.8	0.0	2.3	2.1	1.6	3.4	2.6
Drake Memorial Library/SUNY Brockport	1.6	1.8	2.3	0.0	1.9	1.1	1.6	2.6
Wegmans	1.4	1.6	2.1	1.9	0.0	1.0	2.2	0.9
Brockport High School	0.9	1.1	1.6	1.1	1.0	0.0	2.0	1.5
Sweden Town Park	3.4	3.6	3.4	1.6	2.2	2.0	0.0	2.9
Sweden Clarkson Recreation Center	1.9	2.0	2.6	2.6	0.9	1.5	2.9	0.0

**AVERAGE WALK AND BICYCLE TIMES**  
Based on Above Destinations and Distances Table Average

 **1.80 Miles / 36 Minutes**  
(Based on an average of 20 Minutes per 1 mile)

 **1.80 Miles / 12 Minutes**  
(Based on an average of 6.5 Minutes per 1 mile)





# VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 2  
TRANSIT & ROADWAY JURISDICTIONS

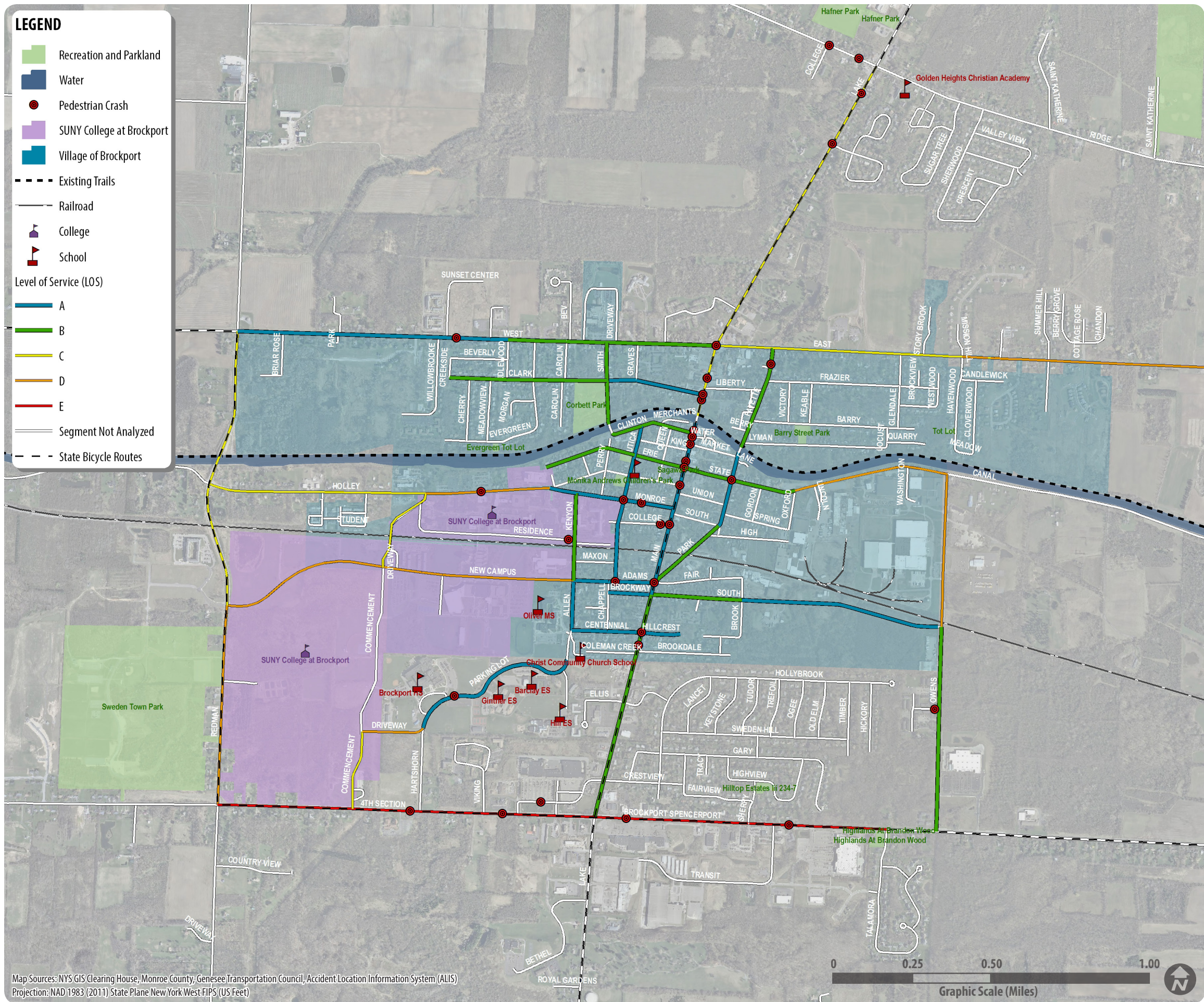
## ROADWAY STUDY NETWORK

Length of Local Roadways: 11.95 Miles  
 Length of County Roadways: 2.75 Miles  
 Length of State Roadways: 6.30 Miles  
 Total Length of Study Network: 21 Miles

*Public Transit and Active Transportation are closely related and mutually supportive. Every ride on a bus starts and ends with walking. Nationwide, 29 percent of those who use transit were physically active for 30 minutes or more each day, solely by walking to and from public transit stops. Similarly, transit users took 30 percent more steps per day and spent 8.3 more minutes walking per day than did people who relied on cars.*

- Robert Wood Johnson Foundation 2009





# VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 3  
**PEDESTRIAN LEVEL OF SERVICE**

**LEVEL OF SERVICE "A"**



**LEVEL OF SERVICE "B"**



**LEVEL OF SERVICE "C"**



**LEVEL OF SERVICE "D"**

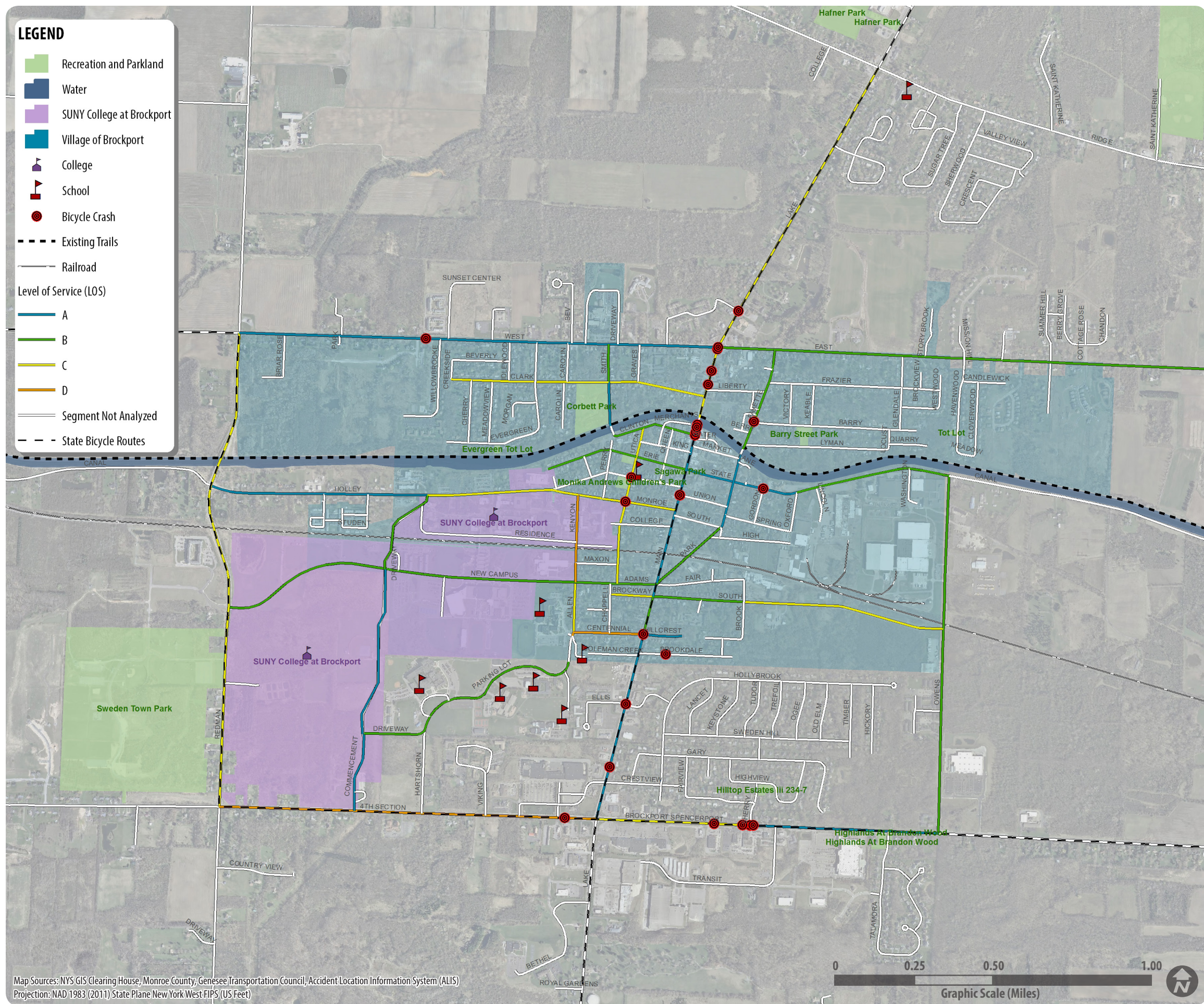


**LEVEL OF SERVICE "E"**



Note: Crashes as reported from 2004–2013. (GTC, ALIS)





# VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 4  
**BICYCLE LEVEL OF SERVICE**

LEVEL OF SERVICE "A"



LEVEL OF SERVICE "B"



LEVEL OF SERVICE "C"

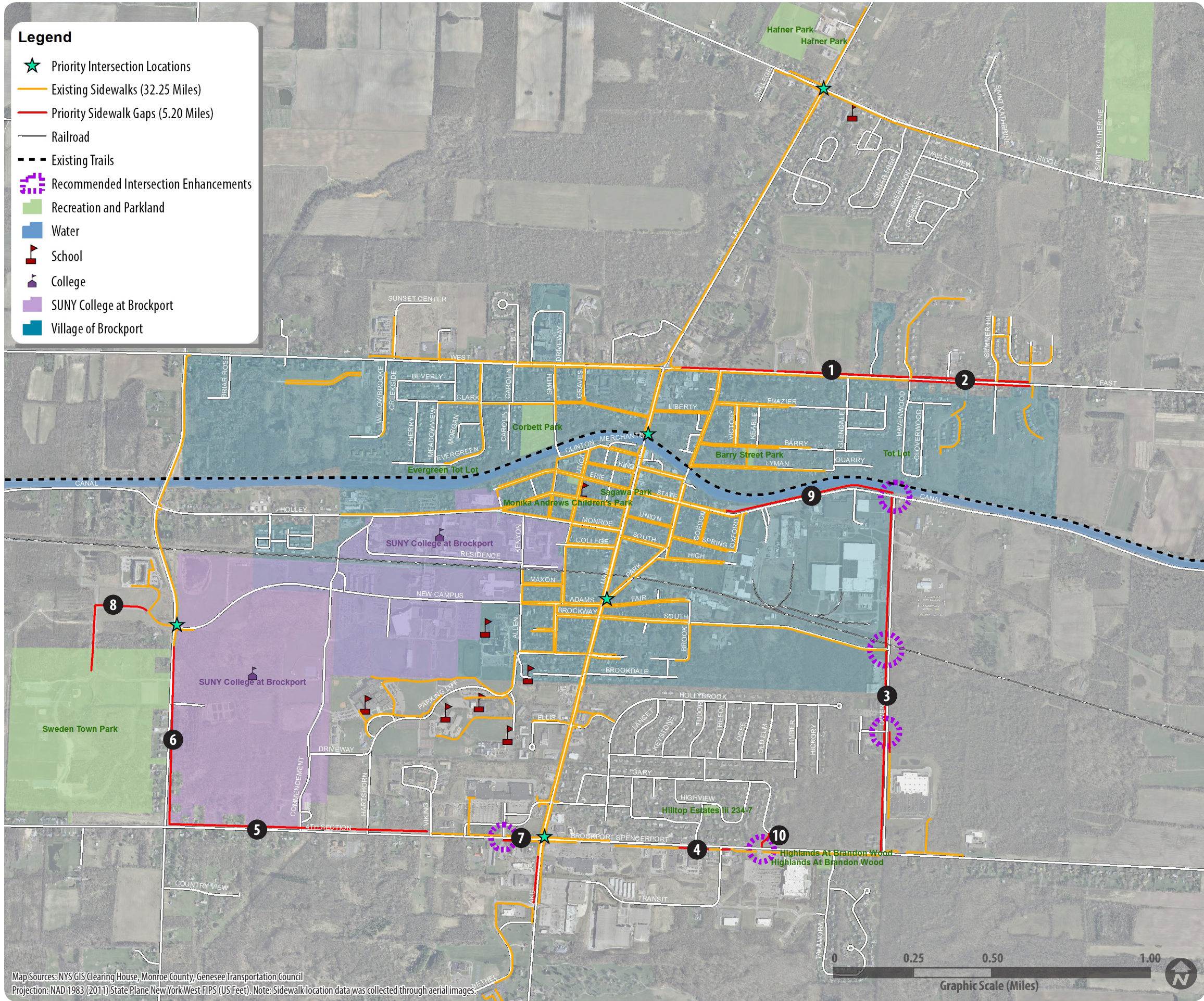


LEVEL OF SERVICE "D"



Note: Crashes as reported from 2004-2013. (GTC, ALIS)





VILLAGE OF BROCKPORT  
ACTIVE TRANSPORTATION PLAN

FIGURE: 5  
SIDEWALK NETWORK  
PRIORITY GAPS

SIDEWALK NETWORK PRIORITY GAPS		Proximity to Schools / Universities	Proximity to Neighborhoods / Housing Communities	Connectivity to Mass Transit System	Proximity Commercial / Retail Facilities	Proximity to Parks / Opens Space / Trails	Pedestrian Crash (Location nearby)	Pedestrian Level of Service (PLOS) Rating
1	EAST AVENUE (North side from Route 19 to Wedgewood Ct. )							
2	EAST AVENUE (South side from Havenwood Dr. to Anita's La.)							
3	OWENS ROAD (West side from Route 31 to State St.)							
4	ROUTE 31 (South side, gaps from Spurr Chevrolet to Walmart )							
5	ROUTE 31 (North side, from Viking Way to Redman Rd.)							
6	REDMAN ROAD (East side, from Route 31 to New Campus Dr.)							
7	ROUTE 31 (Southside, from ex. sidewalk west of Rt 19 to Tim Hortons entrance)							
8	PERSISTENCE PATH (North side from Redman Rd. to Park Entrance Dr.)							
9	STATE STREET (North side from Owens Rd. to Ex. sidewalk at Sweden Senior Center)							
10	* SWEDEN VILLAGE (Gary Drive to traffic light at Walmart, include crosswalk safety enhancements to intersection)							

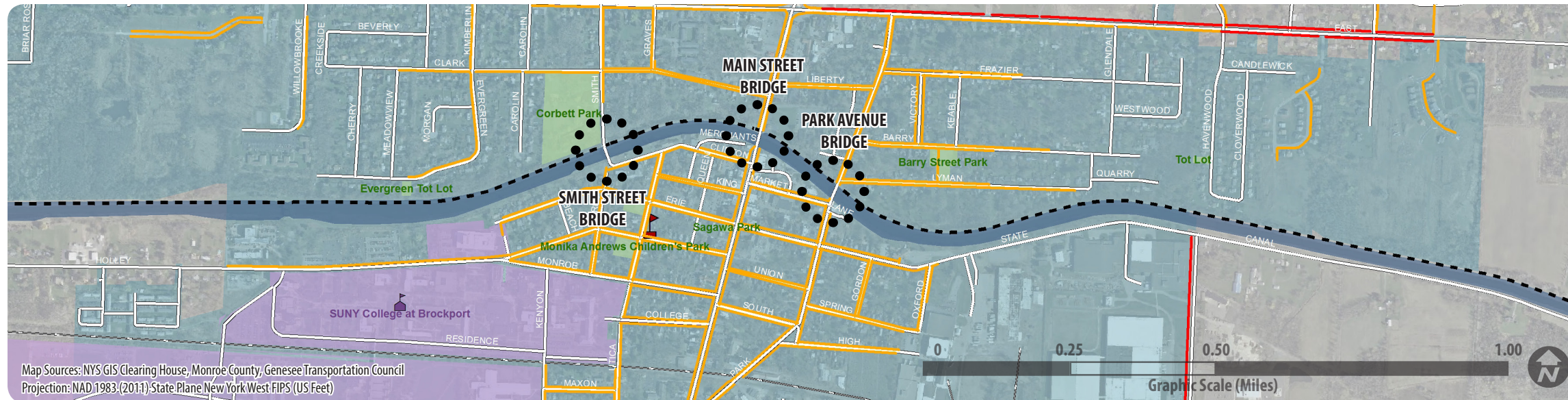
\* Note: Sweden Village is not a sidewalk gap, but a recommended new sidewalk ultimately to connect the neighborhood to Walmart.

p. 22



# VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 6  
ERIE CANALWAY  
BRIDGE RECOMMENDATIONS



## SMITH STREET BRIDGE



### EXISTING CONDITIONS / ISSUES

- Walkways on both sides of bridge but guiderail prevents bicycle access.



## RECOMMENDATIONS

- Potential micro-brewery development and redevelopment of an existing historic structure could revitalize neighborhood (refer to Clinton Street Master Plan).
- Plan for a full inclusive active transportation system.
- Provide proper signage in fully visible locations (in reference to the presence of pedestrians and bicyclists on the bridge). Shall conform with AASHTO and MUTCD standards.
- Adjust guiderail to allow bicycle access.
- Existing steps are not ADA compliant and are in poor condition. Improve steps.
- Extend existing sidewalk on east side of bridge, south of the canal along the north side of Clinton St. Install pedestrian crosswalk (conforming to AASHTO and MUTCD standards) at base of the bridge ramp to connect to the existing sidewalk on the south side of Clinton St.

## MAIN STREET BRIDGE



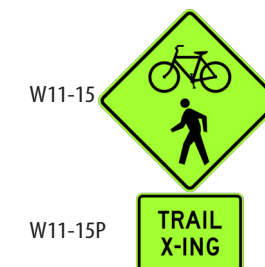
### EXISTING CONDITIONS / ISSUES

- Steel deck is a low friction surface for cyclists - slippery when wet or frozen.
- Erie Canal Trail crosswalk on north side is not perpendicular to the centerline of Main Street
- Low visibility of crosswalk for vehicles due to current location
- Crosswalk placement, on downhill, causes vehicles to pick up speed on approach



## RECOMMENDATIONS

- Re-stripe crosswalk for high-visibility.
- Move crossing to the north, providing improved sight distances.
- Install W11-15 and W11-15P signs.
- Provide proper signage in fully visible locations (in reference to the presence of pedestrians and bicyclists on the bridge). Shall conform with AASHTO and MUTCD standards.
- Identify trail alignment through parking area with pavement markings and/or physical separation.
- Refer to **Priority Intersections** Figure.
- Possible retrofits to steel deck surface to improve traction could be a spray on surface, such as Rhino Linings, Linex, or approved equal.



## PARK AVENUE STREET BRIDGE



### EXISTING CONDITIONS / ISSUES

- Steel deck is a low friction surface for cyclists - slippery when wet or frozen.
- No existing crosswalk pavement markings or signage for Erie Canalway Trail.
- Low visibility of crossing location for vehicles due to current location
- Future crosswalk placement, on downhill, would cause vehicles to pick up speed on approach



## RECOMMENDATIONS

- Re-stripe crosswalk for high-visibility.
- Install W11-15 and W11-15P signs.
- Provide proper signage in fully visible locations (in reference to the presence of pedestrians and bicyclists on the bridge). Shall conform with AASHTO and MUTCD standards.
- Possible retrofits to steel deck surface to improve traction are being investigated.
- Possible retrofits to steel deck surface to improve traction could be a spray on surface, such as Rhino Linings, Linex, or approved equal.



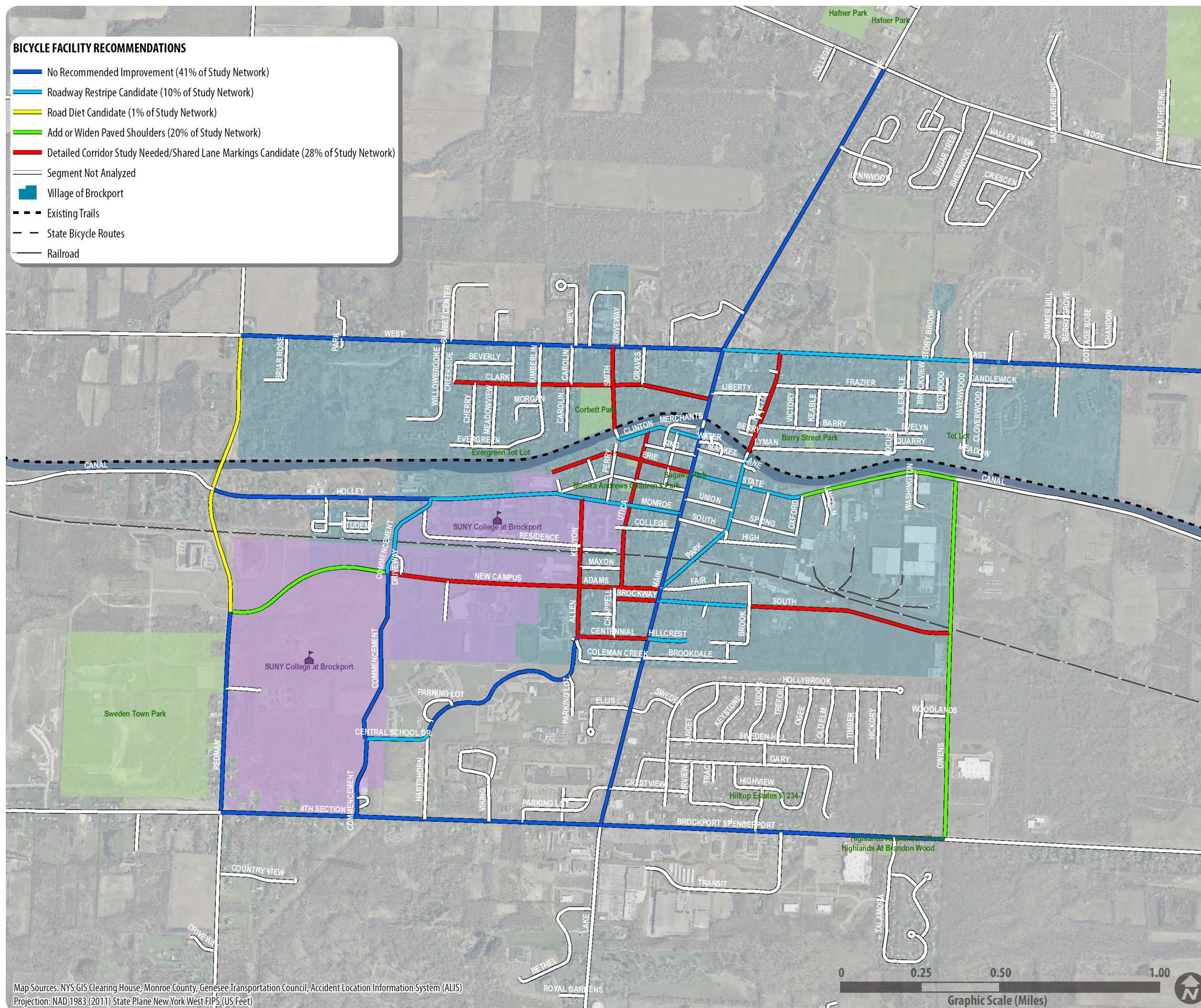
## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 7  
**ON-STREET BICYCLE  
FACILITY RECOMMENDATIONS**

Based on existing conditions and roadway geometries, each study network segment is classified into one of several recommended bicycle facility improvement categories. One of five potential outcomes has been identified for each of the analyzed roadway segments.

**These outcomes include the following:**

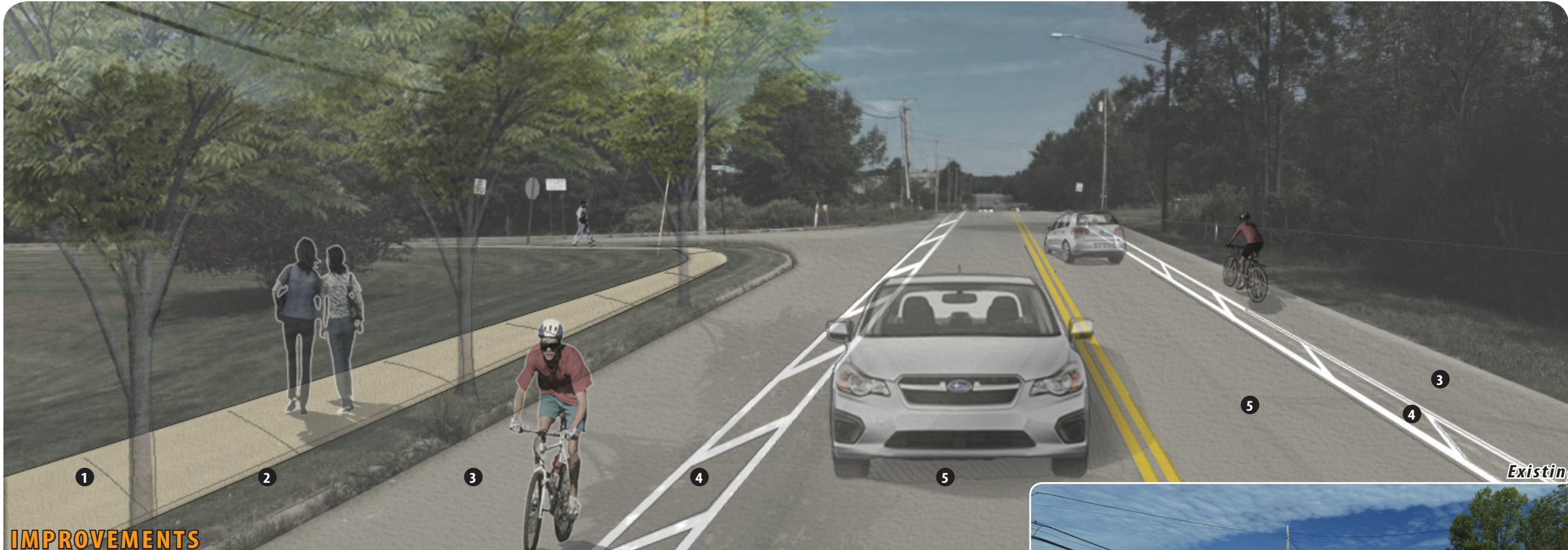
1. No Recommended Improvement (existing bicycle facility);
2. Roadway Re-stripe Candidate (reduction of existing lane widths to create space for bike lanes);
3. Road Diet Candidate (reduction of the number of lanes to create space for bike lanes);
4. Add or Widen Paved Shoulders; and
5. Detailed Corridor Study Needed/Shared Lane Markings Candidate.





CONCEPTUAL IMPROVEMENTS ALTERNATIVE 1

Concept rendering, not to scale, not for construction



IMPROVEMENTS

- 1 New Concrete Sidewalk
- 2 Tree Lawn
- 3 Bike Lane
- 4 Striped Buffer
- 5 Travel Lane

CONCEPTUAL IMPROVEMENTS ALTERNATIVE 2

Concept rendering, not to scale, not for construction

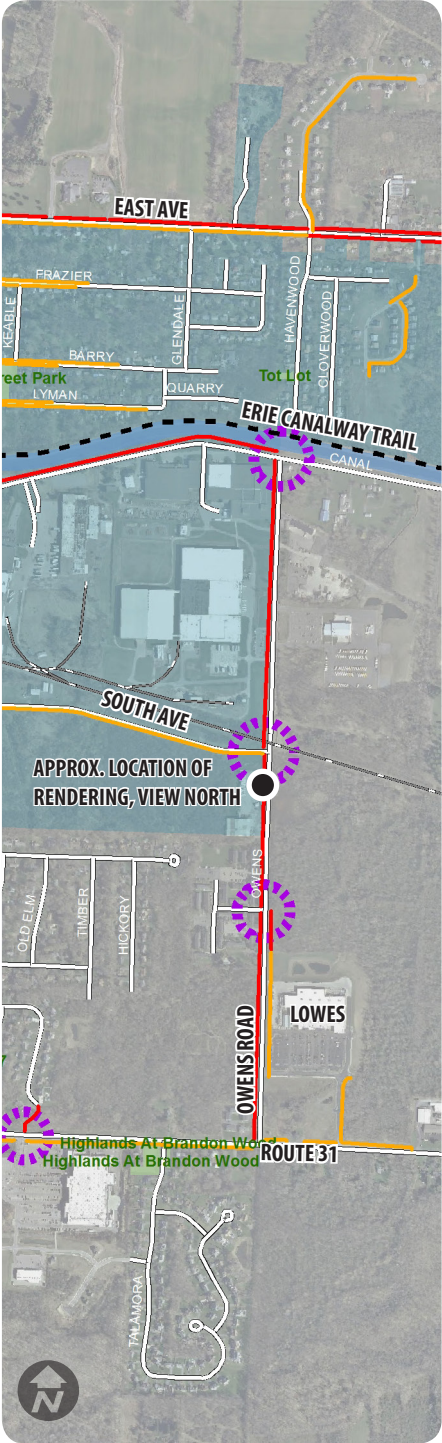


IMPROVEMENTS

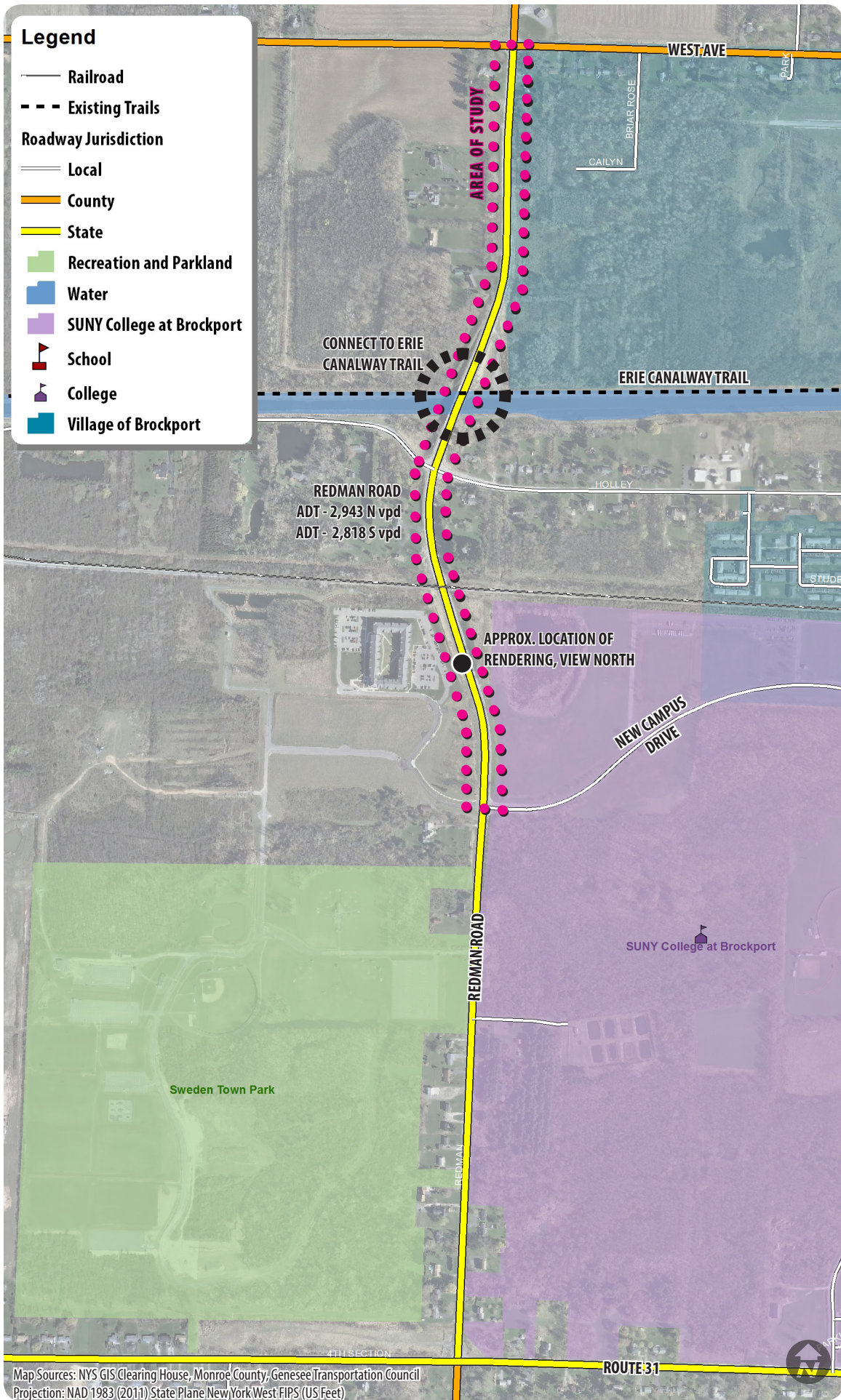
- 1 New Concrete Sidewalk
- 2 Tree Lawn
- 3 Bike Lane
- 4 Striped Buffer with Rumble Strip
- 5 Travel Lane

VILLAGE OF BROCKPORT  
ACTIVE TRANSPORTATION PLAN

FIGURE: 8  
OWENS ROAD  
CONCEPTUAL IMPROVEMENTS







## REDMAN ROAD

### EXISTING CONDITIONS / ISSUES

- West Avenue to New Campus Drive
  - North/south 4 Lane highway. Two lanes per direction of travel.
  - 40 mph.
- New Campus Drive to Route 31/4<sup>TH</sup> Section Road
  - North/south 2 Lane highway. One lane per direction of travel.
  - 40 mph.

### WHAT IS A ROAD DIET?

- A road diet can be described as “removing travel lanes from a roadway and utilizing the space for other uses and travel modes. (FHWA, 2014)”
- Operational Factors: What is considered when determining feasibility of a site for a Road Diet?**
  - De Facto Three-Lane Roadway Operation
  - Speed
  - Level of Service
  - Quality of Service
  - Average Daily Traffic
  - Peak Hour and Peak Direction
  - Turning Volumes and Patterns
  - Frequently Stopping and Slow-Moving Vehicles
- Benefits Include:**
  - Allows for new or wider shoulder space for cyclists and/or wider pedestrian area;
  - Reduces vehicular speeds and provides room for exclusive left-turn lanes;
  - Reduces frequency and severity of collisions, and may reduce traffic volumes;
  - Reduces crossing width and exposure for pedestrians; and
  - Can lead to a higher quality of life through pedestrian and bicycle improvements.
  - Provides traffic calming to enhance the intersection of New Campus Drive and Redman Road.

## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE 9

### REDMAN ROAD CONCEPTUAL ROAD DIET CANDIDATE SHEET 1 OF 2

### Road Diet Informational Guide

### FHWA Safety Program

U.S. Department of Transportation  
Federal Highway Administration

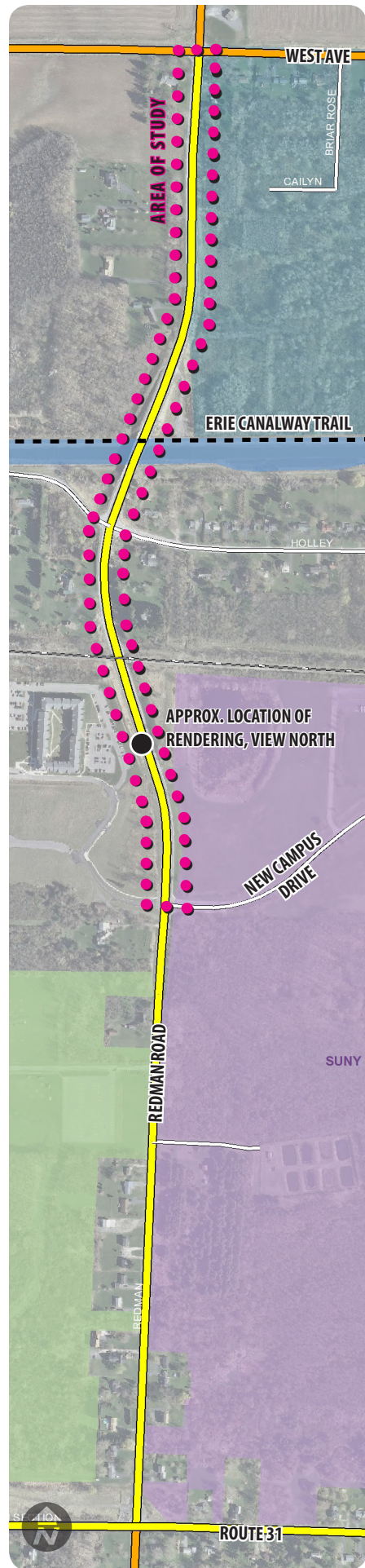
Safe Roads for a Safer Future  
Investment in roadway safety saves lives  
www.safety.fhwa.dot.gov

Table 2. Practitioner Interview Results Summary Road Diet Installation Observations			
Road Diet Feature	Primary/Intended Impacts	Secondary/Unintended Impacts	
		Positive	Negative
Bike lanes	<ul style="list-style-type: none"><li>Increased mobility and safety for bicyclists, and higher bicycle volumes</li><li>Increased comfort level for bicyclists due to separation from vehicles</li></ul>	<ul style="list-style-type: none"><li>Increased property values</li></ul>	<ul style="list-style-type: none"><li>Could reduce parking, depending on design</li></ul>
Fewer travel lanes	<ul style="list-style-type: none"><li>Reallocate space for other uses</li></ul>	<ul style="list-style-type: none"><li>Pedestrian crossings are easier, less complex</li><li>Can make finding a gap easier for cross-traffic</li><li>Allows for wider travel lanes</li></ul>	<ul style="list-style-type: none"><li>Mail trucks and transit vehicles can block traffic when stopped</li><li>May reduce capacity</li><li>In some jurisdiction, maintenance funding is tied to the number of lane-miles, so reducing the number of lanes can have a negative impact on maintenance budgets</li><li>Similarly, some Federal funds may be reduced</li><li>If travel lanes are widened, can encourage increased speeds</li></ul>
Two-Way Left Turn Lane	<ul style="list-style-type: none"><li>Provide dedicated left turn lane</li></ul>	<ul style="list-style-type: none"><li>Makes efficient use of limited roadway area</li></ul>	<ul style="list-style-type: none"><li>Could be difficult for drivers to access left turn lane if demand for left turns is too high</li></ul>
Pedestrian refuge island	<ul style="list-style-type: none"><li>Increased mobility and safety for pedestrians</li></ul>	<ul style="list-style-type: none"><li>Makes pedestrian crossings safer and easier</li><li>Prevents illegal use of the TWLTL to pass slower traffic or access an upstream turn lane</li></ul>	<ul style="list-style-type: none"><li>May create issues with snow removal</li><li>Can effectively increase congestion by preventing illegal maneuvers</li></ul>
Buffers (grass, concrete median, plastic delineators)	<ul style="list-style-type: none"><li>Provide barriers and space between travel modes</li></ul>	<ul style="list-style-type: none"><li>Increases comfort level for bicyclists by increasing separation from vehicles</li><li>Barrier can prevent users entering a lane reserved for another mode</li></ul>	<ul style="list-style-type: none"><li>Grass and delineator buffers will necessitate ongoing maintenance</li></ul>

Table 1. Problems Potentially Correctable by Road Diet Implementation		
Category	Problem	Rationale
Safety	Rear-end crashes with left-turning traffic due to speed discrepancies	Removing stopped vehicles attempting to turn left from the through lane could reduce rear-end crashes
	Sideswipe crashes due to lane changes	Eliminating the need to change lanes reduces sideswipe crashes
	Left-turn crashes due to negative offset left turns from the inside lanes	Eliminating the negative offset between opposing left-turn vehicles and increasing available sight distance can reduce left-turn crashes
	Bicycle and pedestrian crashes	Bicycle lanes separate bicycles from traffic; pedestrians have fewer lanes to cross and can use a refuge area, if provided
Operational	Delays associated with left-turning traffic	Separating left-turning traffic has been shown to reduce delays at signalized intersections
	Side street delays at unsignalized intersections	Side-street traffic requires shorter gaps to complete movements due to the consolidation of left turns into one lane
	Bicycle operational delay due to shared lane with vehicles or sidewalk use	Potential for including a bike lane eliminates such delays
Other	Bicycle and pedestrian accommodation due to lack of facilities	Opportunity to provide appropriate or required facilities, increasing accessibility to non-motorized users
	Unattractive aesthetic	Provisions can be made for traversable medians and other treatments
	Vehicles speeds discourage pedestrian activity	Potential for more uniform speeds; opportunity to encourage pedestrian activity

Adapted from Kentucky Transportation Center's Guidelines for Road Diet Conversions<sup>3</sup>





# CONCEPTUAL ROAD DIET: ALTERNATIVE 1

Concept rendering, not to scale, not for construction



## IMPROVEMENTS

- 1 New Concrete Sidewalk
- 2 Tree Lawn
- 3 Paved Shoulder
- 4 Cycle Track
- 5 Striped Buffer
- 6 Travel Lane

# CONCEPTUAL ROAD DIET: ALTERNATIVE 2

Concept rendering, not to scale, not for construction



## IMPROVEMENTS

- 1 New Concrete Sidewalk
- 2 Tree Lawn
- 3 Bike Lane
- 4 Striped Buffer
- 5 Travel Lane
- 6 Center Turn Lane

VILLAGE OF BROCKPORT  
ACTIVE TRANSPORTATION PLAN

FIGURE: 9  
REDMAN ROAD  
CONCEPTUAL ROAD DIET CANDIDATE  
SHEET 2 OF 2



Existing Conditions

## NOTE:

After review of the two alternatives during the second Public Informational Meeting, **Alternative 2** was chosen as the preferred option.



ERIE CANALWAY TRAIL

EXISTING CONDITIONS / ISSUES

- Stone dust surface provides pros and cons for trail users
  - Pro: Fully accessible.
  - Pro: Installation cost is lower up front.
  - Pro: Acts as a speed reducer for bicyclists, creating a safer environment for all trail users.
  - Con: Not as durable as asphalt.
  - Con: May require more maintenance than asphalt.
- Issues at Canalway vehicular bridge crossings, refer to Erie Canalway Bridge Recommendations Figure

RECOMMENDATIONS

- Improve connectivity to neighborhoods, parks, Village, SUNY Brockport. Modify Land Use Policy or Zoning language to require ADA compliant trail connections to Erie Canalway Trail for future developments.
- Trail should act as “Active Transportation Spine” for the Village.
- Possible loop trail system with abandoned CSX rail line.

LOCAL EXAMPLES OF POSSIBLE ENHANCEMENTS



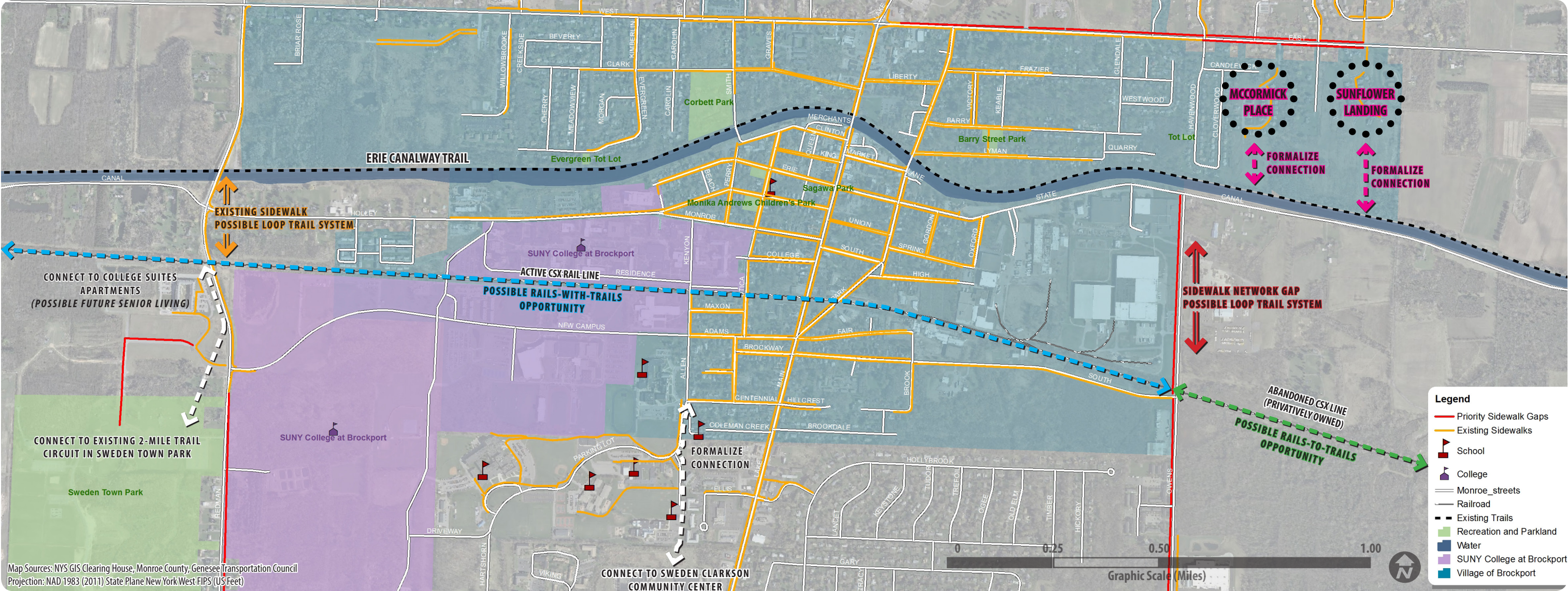
Asphalt surface, allows for multi-use, Brighton, NY



Asphalt surface, allows for winter maintainability, Fairport, NY

VILLAGE OF BROCKPORT  
ACTIVE TRANSPORTATION PLAN

FIGURE: 10  
TRAIL RECOMMENDATIONS



POSSIBLE RAILS-TO/WITH-TRAILS OPPORTUNITIES  
BENEFITS

- Would improve connectivity to neighborhoods, parks, Village, SUNY Brockport.
- Would create a loop trail system with the existing Erie Canalway Trail.
- Would conform to AASHTO and Rails-To-Trails Conservancy standards.

EXAMPLE:  
EL CAMINO TRAIL  
ROCHESTER, NY

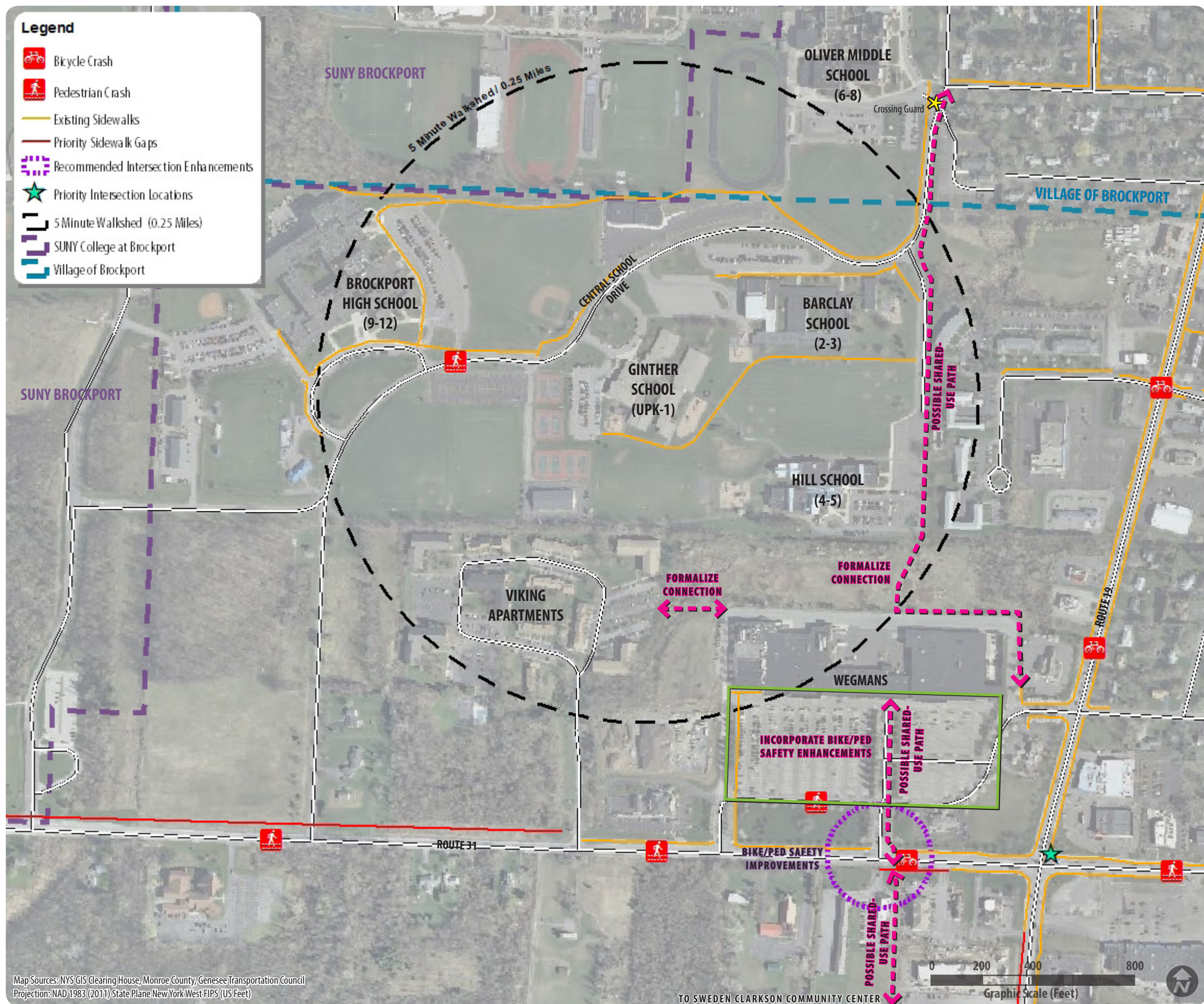


EXAMPLE:  
MARY CARTER GREENWAY  
NORTH CAROLINA



- Dual surface trail
- 5' wide stone dust walking/jogging path
- 10' wide shared-use path





# VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 11  
**SCHOOL CONNECTIVITY**

## EXISTING BICYCLE INFRASTRUCTURE



## SCHOOL RECOMMENDATIONS

- Bike Racks (examples below)
  - ♦ Located near main entrance to school.
  - ♦ Locate on concrete pad to provide easier accessibility.
  - ♦ Provide overhead shelter to promote year round use.







## LOCATION MAP

1. ROUTE 19 AND ROUTE 104
2. ERIE CANALWAY TRAIL AND MAIN STREET BRIDGE
3. MAIN ST., ADAMS ST., FAIR ST. AND PARK AVE.
4. REDMAN ROAD AND NEW CAMPUS DRIVE
5. ROUTE 19 AND ROUTE 31

# PRIORITY INTERSECTION 1 ROUTE 19 AND ROUTE 104

## Context

- Near Hafner Park
- Posted speed limit, Route 104: 40mph
- Posted speed limit, Route 19: 40mph
- Walk Score: 0 - Car dependent

## Crossing Distances

- SB approach: 77'
- WB approach: 68'
- NB approach: 64'
- EB approach: 77'

## Issues & Concerns

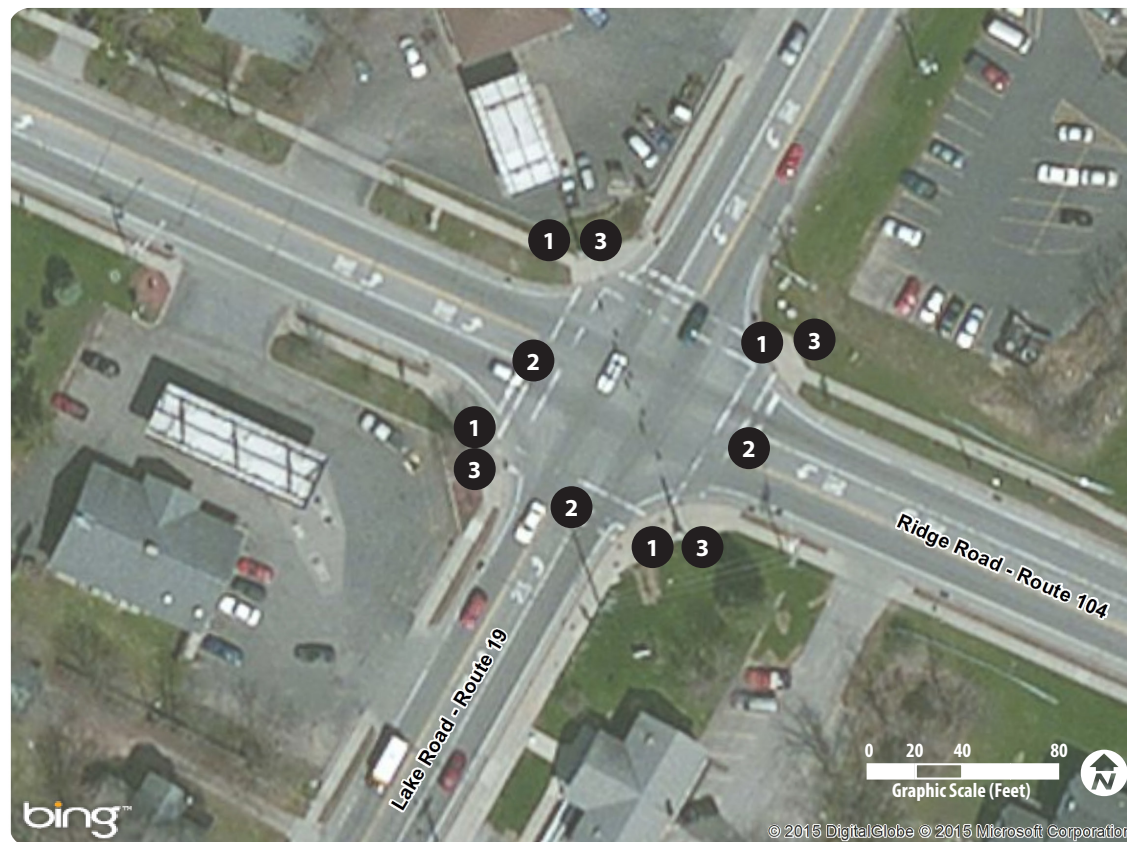
- Not ADA compliant: Lacking detectable warning fields at crosswalk ramps
- No pedestrian signals (posts for signal are present)

# RECOMMENDATIONS

- 1 Install detectable warning fields, all ramp locations.
- 2 Re-stripe crosswalks for high-visibility.
- 3 Install audible tactile pedestrian signals with countdown timer and leading pedestrian intervals.

## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

## FIGURE: 12 PRIORITY INTERSECTIONS SHEET 1 OF 5





# PRIORITY INTERSECTION 2

## ERIE CANALWAY TRAIL AND MAIN STREET BRIDGE

### Context

- Central village
- Pedestrian generators (i.e. retail, food)
- Employment centers
- Posted speed limit: 30mph
- Walk Score: 74 - Very walkable

### Crossing Distances

- SB approach: 25'
- NB approach: 36'

### Issues & Concerns

- Erie Canalway Trail, west of Route 19, travels through trailhead parking area and drive lanes
- Crossing at trailhead parking entrance/exit drive
- Skewed crossing
- Wide curb drops don't provide enough direction for vehicles: crosswalk and detectable warning field is located in trail head driveway apron
- Detectable warning fields do not extend the full width of curb drops
- Sight distance is limited at the crossing due to bridge trusses

## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 12  
PRIORITY INTERSECTIONS  
SHEET 2 OF 5

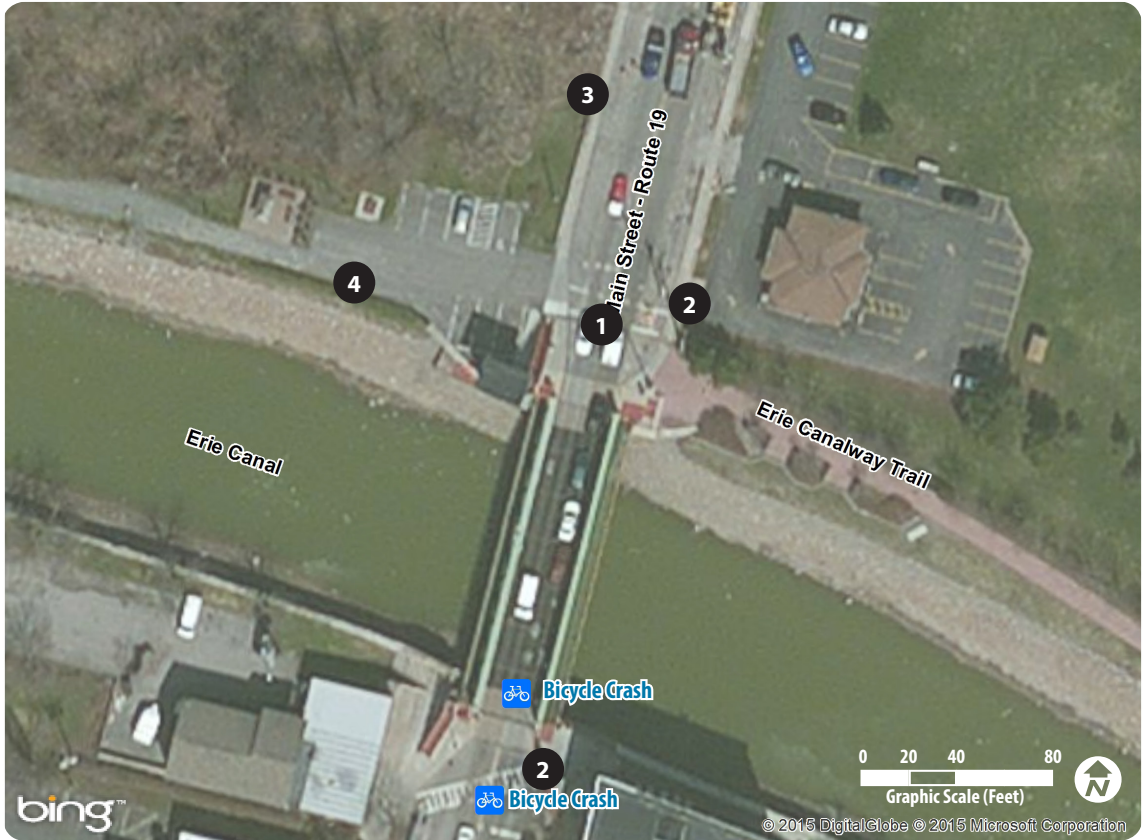
## RECOMMENDATIONS

- 1 Re-stripe crosswalks for high-visibility.
- 2 Install W11-15 and W11-15P (trail crossing) signs.
- 3 Move the crossing to the north, providing improved sight distances.
- 4 Identify trail alignment through parking area with pavement markings and/or physical separation.



### LOCATION MAP

1. ROUTE 19 AND ROUTE 104
2. ERIE CANALWAY TRAIL AND MAIN STREET BRIDGE
3. MAIN ST., ADAMS ST., FAIR ST. AND PARK AVE.
4. REDMAN ROAD AND NEW CAMPUS DRIVE
5. ROUTE 19 AND ROUTE 31







### LOCATION MAP

1. ROUTE 19 AND ROUTE 104
2. ERIE CANALWAY TRAIL AND MAIN STREET BRIDGE
3. MAIN ST., ADAMS ST., FAIR ST. AND PARK AVE.
4. REDMAN ROAD AND NEW CAMPUS DRIVE
5. ROUTE 19 AND ROUTE 31

\*Note: An investigation into a possible round-about at the intersection of Main Street, Park Avenue, Fair Street and Adams Street was performed. A single lane roundabout would be expected here and would likely require significant right-of-way acquisition at the corner of Park Avenue and Fair Street, the northwest corner of Adams Street and Main Street, and the southwest corner of Fair Street and Main Street. The location of the houses at the northwest corner and the corner of Park and Fair would also play a significant role in design. It is possible that removal of one or both of these houses may be required to fit a roundabout.

Refer to section 2.1.1.2 of the **FHWA's Roundabouts: An informational guide.**

<https://www.dot.ny.gov/main/roundabouts/files/00-067.pdf>

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## PRIORITY INTERSECTION 3 MAIN ST., ADAMS ST., FAIR ST. AND PARK AVE.

### Context

- Transit stops
- Pedestrian generators to the north and south (i.e. retail, food)
- Employment centers to the north and south
- Residential neighborhoods
- Posted speed limit, Park Avenue: 30mph
- Posted speed limit, Fair Street: 30mph
- Posted speed limit, Adams Street: 30mph
- Posted speed limit, Route 19: 30mph
- Walk Score: 63 - Somewhat walkable

### Crossing Distance

- SB approach: 37'
- SEB approach: 53'
- WB approach: 42'
- NB approach: 59'
- EB approach: 51'

### Issues & Concerns

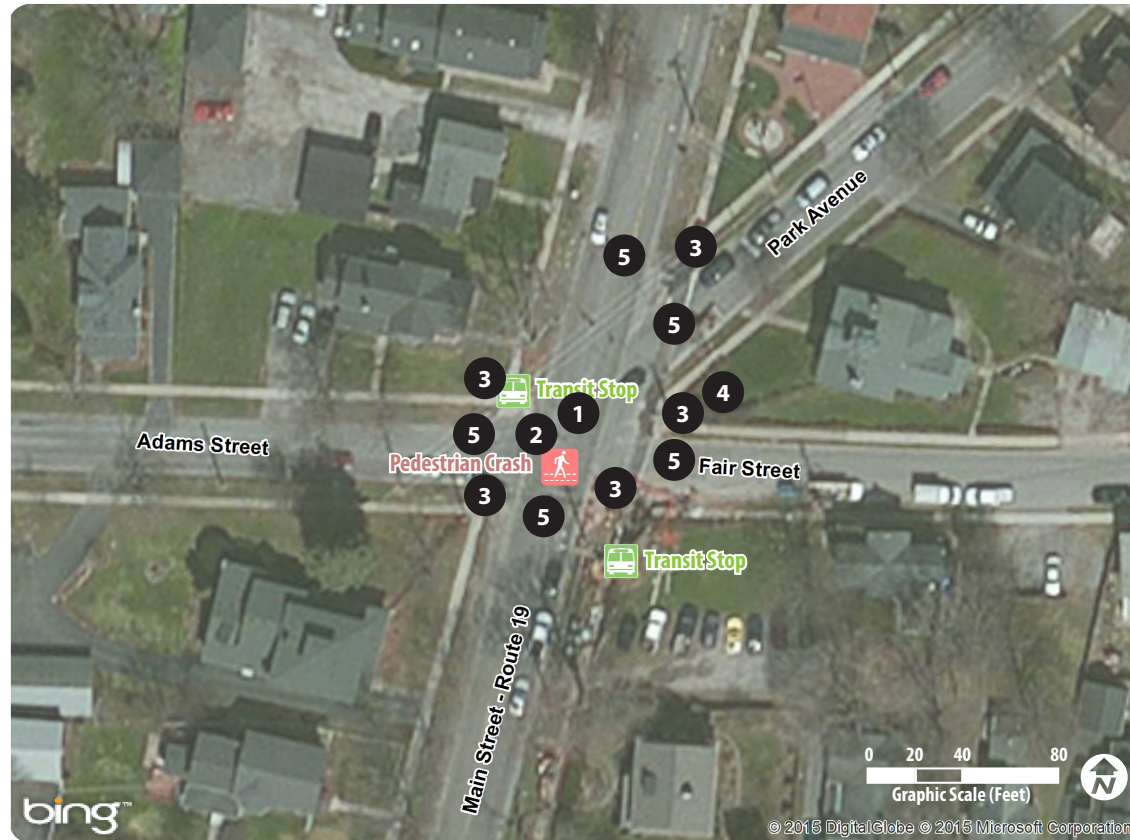
- 5 leg intersection
- Skewed alignment of Park Ave
- Vehicle tracking was evident on wide curb ramps at south east and north east corners of Main St and Fair St
- Access for bicyclists from Park Ave onto Route 19/Main St is a tough turn angle
- Intersection sight distance is limited at Park Ave and Fair St "wedge" due to landscaping

## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 12  
**PRIORITY INTERSECTIONS**  
SHEET 3 OF 5

## RECOMMENDATIONS

- 1 Move crosswalk across Route 19 (from Adams St to Fair St/ Park Ave) to the North (from Adams St to Park Ave)
- 2 \* Consider an urban compact bike/pedestrian safe roundabout.
- 3 Modify curb ramps to direct pedestrians to desired crosswalk and help deter vehicle tracking on to sidewalks. Install audible tactile pedestrian signals with countdown timer and leading pedestrian intervals.
- 4 Remove or modify landscaping to improve sight distances.
- 5 Re-stripe crosswalks for high-visibility.







## LOCATION MAP

1. ROUTE 19 AND ROUTE 104
2. ERIE CANALWAY TRAIL AND MAIN STREET BRIDGE
3. MAIN ST., ADAMS ST., FAIR ST. AND PARK AVE.
4. REDMAN ROAD AND NEW CAMPUS DRIVE
5. ROUTE 19 AND ROUTE 31

\*Note: The safety at the intersection of Redman Road and New Campus Drive was a primary concern from project stakeholders and residents. Redman Road, from Route 31 to West Avenue, falls under the jurisdiction of New York State Department of Transportation (NYSDOT). A representative from the agency was included on the project advisory committee and there was productive dialogue regarding this roadway throughout the course of the study. As described by NYSDOT “A traffic study was conducted about 10 years ago due to the expansion of residential development on the west leg of the intersection.” The expansion never took place, therefore a signal was never installed. “A signalized intersection is unlikely to be warranted under existing conditions. A roundabout would be a good solution if there was an accident problem at the intersection and a signal was unwarranted. An accident analysis would be the first step to answer that question. Roundabouts typically cost about \$1.2 to \$1.5 million. Therefore, it is unlikely to happen unless it is merited as a safety project. Another option for this intersection might be a road diet. Redman Road was identified as being a good candidate for a road diet. A road diet would make crossing Redman Road a lot easier, which would help address pedestrian and bike safety concerns.”

Refer to section 2.1.1.2 of the **FHWA's Roundabouts: An informational guide.**

<https://www.dot.ny.gov/main/roundabouts/files/00-067.pdf>

# PRIORITY INTERSECTION 4 REDMAN ROAD AND NEW CAMPUS DRIVE

## Context

- SUNY Brockport campus access
- Student housing (possible future conversion of student housing to senior living)
- Posted speed limit, Redman Road: 40mph
- Posted speed limit, New Campus Drive: 30mph
- Walk Score: 1 - Car dependent

## Crossing Distance

- SB approach: 96'
- WB approach: 51'
- NB approach: 71'
- EB approach: 46'

## Issues & Concerns

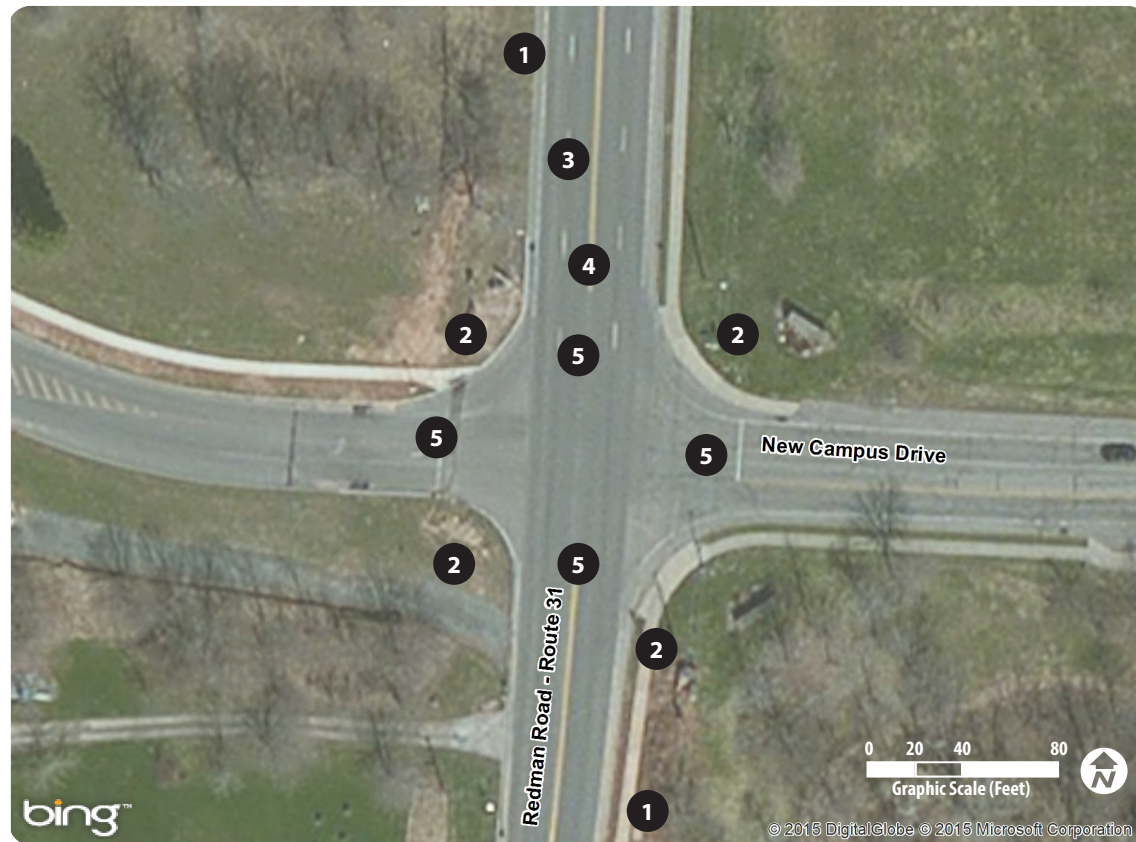
- Limited stopping sight distance on Redman Rd due to crest vertical curve
- No crosswalk striping
- No tactile warning areas on existing curb ramps
- Limited curb ramps currently installed
- Minimal overhead lighting

## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 12  
**PRIORITY INTERSECTIONS**  
SHEET 4 OF 5

# RECOMMENDATIONS

- 1 Install advance warning signs on Redman Road for pedestrian and bicycle crossings.
- 2 Install/improve overhead lighting.
- 3 Install audible tactile pedestrian signals with countdown timer and leading pedestrian intervals.
- 4 Consider road diet. Redman Road is a road diet candidate, refer to Conceptual Road Diet Figure. Coordination with NYSDOT required.
- 5 Stripe crosswalks for high visibility.







#### LOCATION MAP

1. ROUTE 19 AND ROUTE 104
2. ERIE CANALWAY TRAIL AND MAIN STREET BRIDGE
3. MAIN ST., ADAMS ST., FAIR ST. AND PARK AVE.
4. REDMAN ROAD AND NEW CAMPUS DRIVE
5. ROUTE 19 AND ROUTE 31

\*Note: An investigation into a possible round-about at the intersection of Route 19 and Route 31 was performed. This intersection sees approximately 28,000 vehicles per day and would most likely require a double-lane roundabout. The safety benefits of a double lane roundabout are significantly less than their single-lane counterparts.

Refer to section 2.1.1.2 of the **FHWA's Roundabouts: An informational guide.**

<https://www.dot.ny.gov/main/roundabouts/files/00-067.pdf>

## PRIORITY INTERSECTION 5 ROUTE 19 AND ROUTE 31

### Context

- Pedestrian generators (i.e. shopping plazas, food)
- Employment centers
- Posted speed limit, Route 31: 40mph
- Posted speed limit, Route 19: 35mph
- Walk Score: 10 - Car dependent

### Crossing distances

- SB approach: 84'
- WB approach: 84'
- NB approach: 97'
- EB approach: 78'

### Issues & Concerns

- Curb ramps are not ADA compliant, lacking detectable warning fields
- Slightly skewed intersection, Route 19
- Limited curb ramps currently installed

## VILLAGE OF BROCKPORT ACTIVE TRANSPORTATION PLAN

FIGURE: 12

## PRIORITY INTERSECTIONS

SHEET 5 OF 5

## RECOMMENDATIONS

- 1 Install audible tactile pedestrian signals with countdown timer and leading pedestrian intervals.
- 2 Re-stripe crosswalks for high-visibility.
- 3 Possible bike lane along 31 east bound, west of Route 19.

