

**Mt. Hope Avenue Traffic Study of
Cook Street to Sanford Street and
Intersection of Ford Street/Wilson Boulevard/Hanna Place**

Identified Issues on Mt. Hope Ave. from Petition and 7/22/15 Meeting

Eight Proposed Petition Action Items

- New traffic signals at Robinson Dr., Linden St., and Stewart St.
- 25 MPH speed limit
- Speed enforcement by RPD**
- Mid-street “Yield To Pedestrians” signs**
- Relocate and recalibrate the RPD driver speed feedback signs**
- Red Light Camera enforcement at Cypress St.**
- Install lamp post banners/signs **
- Speed Camera enforcement (*not applicable, as these are illegal in New York*)

*** As these are a City determination, they are outside the scope of the County’s traffic study.*

General Issues

- Speeding
- Perceived increase in traffic volume
- Safety of the horizontal curves Highland Ave./Robinson Dr. and McLean St./Cypress St.
- Linden St. sight distance to the south
- Pedestrian safety at intersections with existing or proposed signals

Letter from Peter Psyllos

- Traffic signal at Stewart St.
- Safety/delay for customers entering/exiting Stewart St., The Distillery and Pellegrino’s
- MCDOT standing recommendation for Distillery driveway ingress only

Intersection with Ford St.

- Southbound outbound lane drop
- Safety concerns at crosswalks
- Adjust pedestrian signal timing
- Various requests for narrowed/realigned lanes, raised islands, textured/multi-colored pavements, raised table additions, enhanced signage/markings, and consideration of a roundabout.

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Findings from previous study of the Ford St. intersection (July 2014)

- Minor patterns of rear end collisions eastbound on Ford St. at Mt. Hope Ave. and westbound on Ford St. at Wilson Blvd.; no pedestrian collisions
- Traffic signal phasing sequence was altered to improve how Ford St. clears out between Mt. Hope Ave. and Wilson Blvd. in the westbound direction

Study Findings

General Vehicular and Pedestrian Safety Along the Corridor

- Non-intersection rates are well below the critical rate throughout the corridor
- Intersection rates exceeded critical rate at Robinson Dr. (2015), Cypress St. (2014), and Ford St. (all years)
- Rear end collisions northbound/southbound, many on slippery pavement, very few collisions involved speed
- Northbound fixed object collision pattern at curve near Reservoir Ave./Castle Pk., vehicles hit outside curb
- No collision pattern found at the curve around Linden St.
- Signal phasing changes greatly reduced westbound rear end collisions on Ford Street at Wilson Blvd., but found an increase in eastbound rear end collisions on Ford Street at Mt. Hope Avenue
- No collisions occurred relating to the outbound lane drop headed southbound away from Ford Street
- No pedestrian collisions occurred in this study period; there was one bike collision
- Pedestrian walk times needed some timing adjustments at Mt. Hope Ave./Ford St. intersection
- High visibility crosswalks (requested at Ford St. and Cypress St.) not recommended where signal controlled; NYSDOT guidelines discourages use at controlled crossings to avoid overusing high visibility markings.

Speeding and a 25 MPH Speed Limit

- Travel speed findings were: northbound 85th % is 38 to 43 MPH, southbound 85th % is 36 to 40 MPH
- 78% to 97% exceeded speed limit of 30 MPH. 100% would exceed 25 MPH, not reasonable or enforceable
- Fixed driver speed feedback signs tend to lose effectiveness over time; better if moved around

Installation of New Traffic Signals

- MUTCD traffic signal warrants are not met at Stewart St. (with and without Distillery driveway traffic), Robinson Dr., or Linden St.; side street traffic is very low and correctable collisions very few at all locations
- Pedestrian traffic crossing Mt. Hope Ave. is very light, no pedestrian collisions found, and no vehicular/pedestrian conflicts observed; pedestrians waited for a gap in traffic before crossing

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Study Findings - Continued

Uncontrolled Pedestrian Crosswalks Across Mt. Hope Ave.

- Existing crosswalks at Robinson Dr. and Reservoir Ave. facilitate pedestrian mobility within Highland Park
- Robinson Dr. crosswalk had the most crossing activity of the locations counted, is centrally located, and is a future trail crossing location (Highland Crossing Trail)
- Pedestrian crossings at Stewart St. and Linden St. do not justify marked crosswalks at these locations
- Unmarked crosswalks exist at intersections, pedestrians have the same right of way as marked crosswalks

Sightlines at Linden St.

- Sight distance is limited to the south from behind crosswalk, improved at the curb line/white edge line area
- The sight distance is adequate for the 85th % approach speed when viewed from the curb line area

Traffic Volume Trends on Mt. Hope Ave.

- New counts by MCDOT and historic counts over the past 15 years show traffic volumes have not increased

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Study Recommendations for Discussion and Input

1. Install safe hits around the outside of the southerly horizontal curve near Reservoir Avenue/Castle Park.
2. Install separate sets of advance pedestrian warning signs for the marked crosswalks at Robinson Drive and at Reservoir Avenue, so that they will be individually signed instead of signed as a group.
3. Use high visibility crosswalk markings at the above two marked crossings and at the yield controlled crosswalk on Ford Street. Do not use them at signalized crosswalks, which would dilute their effectiveness.
4. Add a pair of pedestrian button operated RRFB* devices at Robinson Drive to emphasize this crossing location. It is the central crossing point for the area, and the Highland Crossing Trail will cross here. Beacons on advance signs would be far away and would operate all day, thus further diluting their effect.
5. Install a stop bar at the curb line for westbound traffic on Linden Street at Mt. Hope Avenue. The crosswalk across Linden Street is in conflict with the proposed stop bar placement and will need to be removed.
6. Install a stop bar at the curb line for westbound traffic on Stewart Street at Mt. Hope Avenue.
7. Rescind the standing MCDOT recommendation to make Distillery driveway on Mount Hope Avenue ingress only since past crash patterns involving exiting traffic have not recurred. However, limiting the access to ingress only may still be desirable since it would result in a simplified traffic pattern with fewer conflicts.
8. Add a "No Turn On Red" restriction for Wilson Boulevard at Ford Street. This movement may be contributing to the eastbound rear end collisions by consuming limited storage space and increasing the queue length.
9. Install overhead lane use signs and white arrow pavement markings for the two inbound lanes of Wilson Boulevard at Ford Street to emphasize that all traffic in the left lane of Wilson Boulevard must turn left.

The following recommendations would be City of Rochester action items:

10. Extra snow/ice treatment through both horizontal curves and the northbound downgrades near Highland Avenue/Robinson Drive and McLean Street/Cypress Street to address slippery pavement collisions
11. Utilize mobile driver speed feedback signs that are periodically relocated to improve their effectiveness.
12. Continued enhanced RPD enforcement. Coordination between enforcement and education of the driver via speed feedback signs will make both measures more effective.

* RRFB is a rectangular rapid flashing beacon, a relatively new device which adds a flashing light bar to the pedestrian crossing warning sign. The light bar flashes for a fixed time upon activation by a pedestrian button.