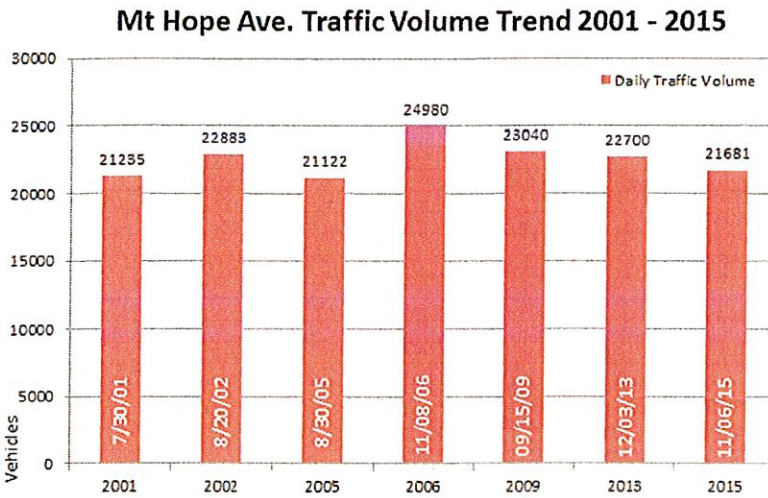
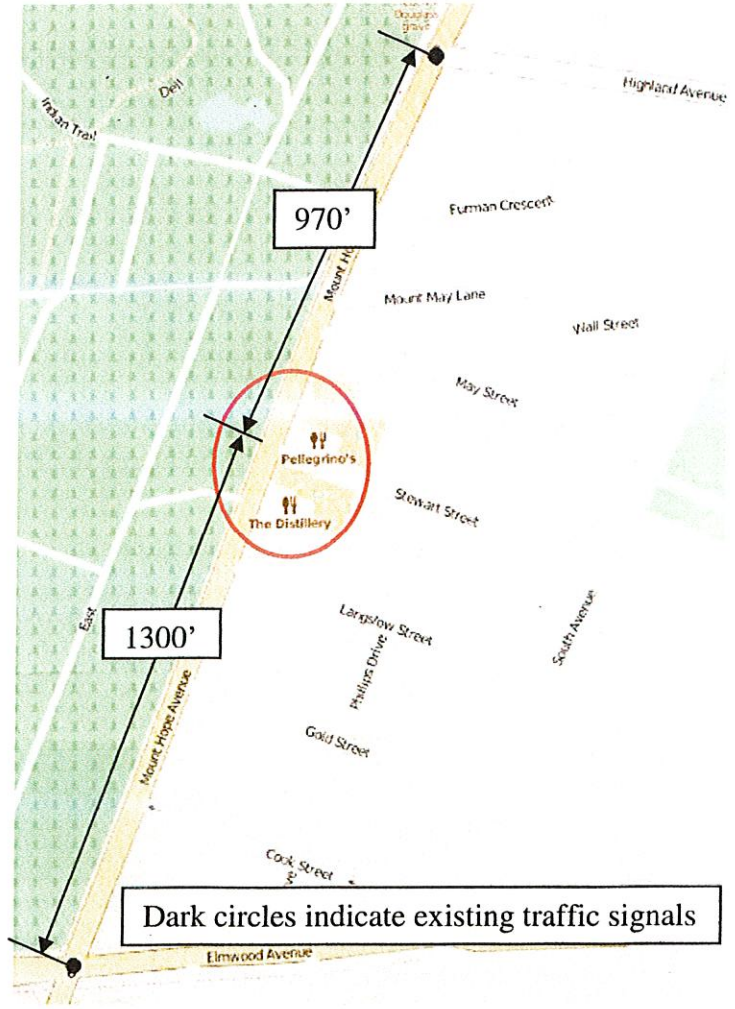


Mt. Hope Avenue at Stewart St/Distillery/Pellegrino's March 1, 2016

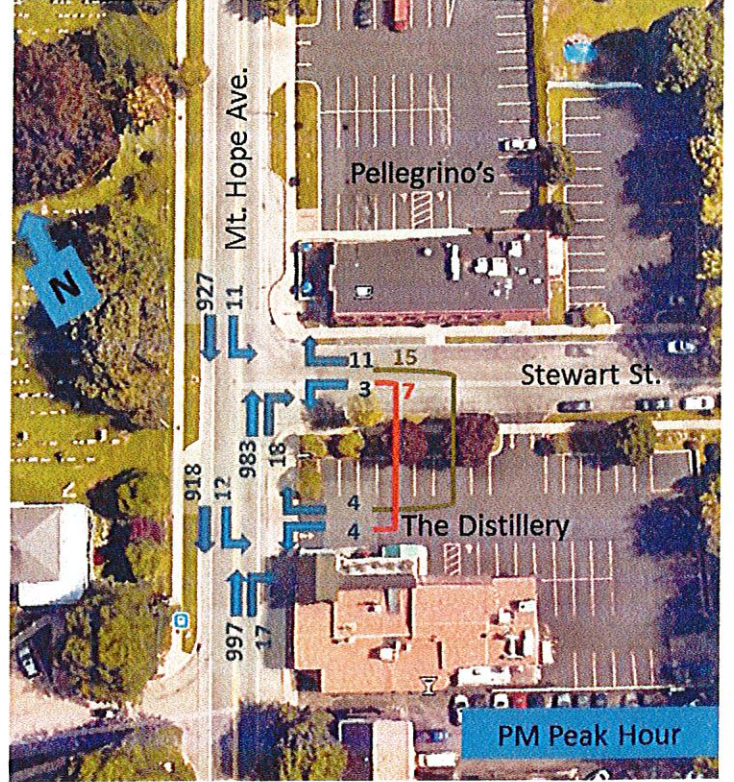
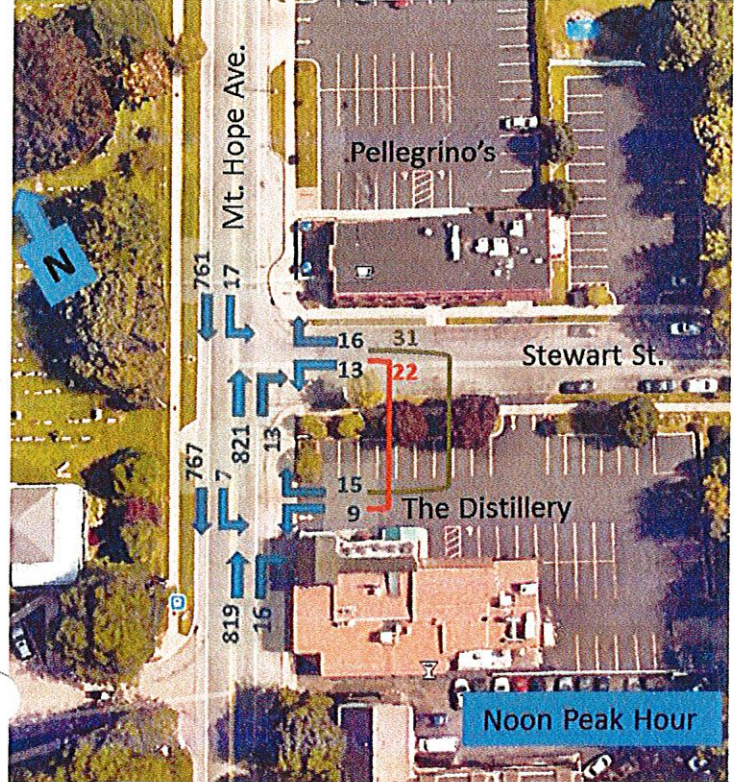
Traffic counts taken over the last 15 years show that the traffic volumes have trended slightly lower in recent years after peaking around 2006 (count dates shown in white):



This trend of decreasing traffic volumes in recent years is consistent with the general trends found both locally and elsewhere. The counts in 2001 and 2002 were taken when all schools were out of session. For 2005, the University of Rochester was in session, but the public schools were not.



The figures below show the turning movement counts (in vehicles per hour) for the noon and PM peak hours:



Mt. Hope Avenue at Stewart St/Distillery/Pellegrino's
March 1, 2016

Concerns/Requests

- Complaints of safety and delay for customers entering/exiting the Distillery and Pellegrino's.
- Perception that traffic volumes are much higher on Mt. Hope Avenue due to developments to the south.
- Concern over vehicular collisions in front of the Distillery and Pellegrino's.
- Request to add a traffic signal at the Mt. Hope Av./Stewart St. intersection, and in conjunction with this traffic signal, would be willing to change the Distillery driveway on Mt. Hope Ave. to ingress only.

Key Findings from MCDOT Study

- New counts by MCDOT and historic counts over the past 15 years show that traffic volumes on Mt. Hope Ave. peaked around 2006 and have been gradually decreasing since then. This is consistent with general trends found both locally and elsewhere.
- The accident rate at Mt. Hope/Stewart has remained above the average accident rate for an intersection of its type, but it has shown a trend of improvement in recent years. The location has not qualified as a High Accident Location since 2011.
- There were nine collisions at the Mt. Hope/Stewart intersection from October 2011 through August 2015. Of these, five were rear end collisions (all southbound), three were sideswipe collisions (one northbound and two southbound), and one was a head-on collision (occurred at midnight). All but one occurred during off peak periods. Two were on snow/ice, and two others were on wet pavement. No collisions were correctable by a traffic signal. Rear end and sideswipe collisions, which are associated with stopped traffic, are more likely to occur if a traffic signal were added at Stewart Street because traffic would be interrupted.
- The pedestrian crossing activity at Stewart St is light (there were less than 5 pedestrians crossing per hour for each count taken); the crossing operates adequately as an unmarked crosswalk.
- Traffic signal warrants focus on a combination of traffic volumes, collisions, pedestrian activity, and delays. None of the traffic signal warrants are met at Mt. Hope Avenue/Stewart Street, even with the Distillery driveway traffic combined with the Stewart St. approach traffic. Approximately 100 vehicles per hour of side street traffic would be the threshold for a traffic signal at this intersection; combining the Distillery and Stewart Street traffic together yielded 53 vehicles per hour at its highest value (lunchtime).
- The sight distance at Stewart St. would be improved with a stop bar at the curb line/white edge line area

Recommendations

- Retain the existing unsignalized traffic control at the Mt. Hope Ave./Stewart St. intersection.
- Install a stop bar at the curb line for westbound traffic on Stewart Street at Mt. Hope Avenue to provide for better sight distance.
- Rescind the prior 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.