Bicycle Facility Recommendations

- No Recommended Improvement (existing bicycle facility): 45% of study network
- Roadway Restripe Candidate (reduction of existing lane widths to create space for bike lanes): 5% of study network
- Road Diet Candidate (reduction of the number of lanes to create space for bike lanes): 8% of study network
- Add or Widen Paved Shoulders: 16% of study network
- Detailed Corridor Study Needed/Shared
- Lane Markings Candidate: 26% of study network

NOTE

Streets where Add or Widen Paved Shoulders are recommended should be incorporated on a case-by-case basis depending on adjacent conditions (for example, this may not be ideal or necessary on low-volume residential streets).
BICYCLE BOULEVARDS

- Bicycle Boulevards are typically established on neighborhood streets with low traffic volumes that provide cyclists with safe and convenient alternatives to high-traffic corridors.
- Shared roadway intended for through-moving bicyclists.
- Bicycle boulevards are cost effective because they utilize existing infrastructure.
- Accessible for cyclists of all ages and abilities.
- Limited to local motorized traffic by geometric design.
- Bicycle Boulevards should connect important community destinations, and provide routes that are reasonably direct and easy to navigate.

SIGNAGE & SHARED ROAD MARKINGS

Implementation of a Bicycle Boulevard system can be as simple as selecting routes, distributing information, and identifying Bicycle Boulevards in the community with an integrated system of signage and pavement markings. Concurrence from the facility owner to be obtained prior to implementation. Any improvements outside the Town of Irondequoit to be coordinated with the neighboring municipalities.

PAVEMENT MARKING EXAMPLE

CUSTOM SIGNAGE EXAMPLES
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Signage & Shared Road Markings

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Pavement Marking Example

Custom Signage Examples

Prepared by Barton & Loguidice, DPC & Sprinkle Consulting, Inc.
**MICROTREAIL 1: ST. PAUL TO NORTHWICK**

- Existing Conditions: Asphalt surface, width varies from 3’ to 10’

**MICROTREAIL 2: HUDSON TO SCHOFIELD/ROGERS/SEVILLE**

- Existing Conditions: Asphalt surface, 10’ width within Joshua Park, Concrete surface, 5’ wide along Wegmans access drive.

**RECOMMENDED IMPROVEMENTS**

- Expand 3’ wide concrete sidewalk to 10’ wide concrete sidepath to allow shared use, ADA accessible.
- Add directional and wayfinding signage.
- Maintain year-round to provide 4-season access.
MICROTALL 3: OAK TO WIMBLEDON

- Existing Conditions: Asphalt surface, 8’ width

**RECOMMENDED IMPROVEMENTS**
- Repair asphalt as necessary, ADA accessible surface.
- Add directional and wayfinding signage.
- Maintain year-round to provide 4-season access.

MICROTALL 4: NORDICE TO KINGS HIGHWAY

- Existing Conditions: Concrete surface, 5’ width

**RECOMMENDED IMPROVEMENTS**
- Repair concrete as necessary, ADA accessible surface.
- Add directional and wayfinding signage.
- Maintain year-round to provide 4-season access.
INITIAL PRELIMINARY RECOMMENDATIONS

1. Add sidewalks on south side of Titus Avenue
2. Reconstruct ramps so that they are ADA compliant
3. Install two ramps per corner
4. Add 5' x 8' ADA compliant bus pads for stops on Culver Road on the southeast and northwest corners on the intersection
5. Potentially reduce northwest and southeast radii to reduce turning speeds
6. Pedestrian signal push buttons should be located on the poles serving the crossing. It appears to not be the case on the northeast corner.
7. While the Stop Line setback distances are significant, it appears they are required to allow for vehicle turning movements, so no changes are recommended.
EXISTING CONDITIONS

INITIAL PRELIMINARY RECOMMENDATIONS

1. Reduce radii to 30'
2. Reduces pedestrian crossing distance of Norton Street from 35' to 27' and of Pardee Road from 48' to 35'
3. Replace the northbound NO TURN ON RED 7AM-9AM 2PM-4PM SCHOOL DAYS with a NO TURN ON RED WHEN FLASHING assembly. These signs provide more positive affirmation of when the prohibition is actually in place.
4. Install a second pedestrian ramp on the southeast corner
5. Curb ramps need to be reconstructed to be ADA compliant
6. The junction of the crosswalks on the southwest corner is not ADA compliant. If only one ramp is used on this corner, then the crosswalks must have at least 4' of a receiving landing at the base (on the asphalt) of the curb ramp. This 4' landing must be located within the crosswalks.
7. It does not appear that this intersection is used as a school crossing. However, the only pedestrian access to the crossing to the east is along an asphalt shoulder at the back of rollover curb. Consider using the improved intersection as a school crossing and provide SCHOOL CROSSING signs as appropriate.
8. Provide a sidewalk separated from the roadway along the south side of Norton Street

PRELIMINARY RECOMMENDATIONS

KEY MAP

Note: This intersection provides an opportunity to install a Colorful Crosswalk as part of the PlayWOKS Initiative through Health IOWA, an initiative of Polk Lakes Health Systems Agency.

The Prototype Intersections fall under the jurisdiction of the Monroe County Department of Transportation (MCDOT). The recommendations for improvements presented in this plan are conceptual in nature, and would be subject to further study, review and approval before advancing to design development and implementation.
INITIAL PRELIMINARY RECOMMENDATIONS

1. Add 5’x8’ ADA-compliant bus pads for stops on E Ridge Rd east of the intersection (north side) and Goodman St south of the intersection (east side).

2. There is also a bus stop on the southwest corner of the intersection. Given that there does not appear to be sufficient space for an ADA-compliant bus pad at this location, consider relocating the stop to align with the existing pedestrian access to the parking lot.

3. Consider channelizing the northeast corner of this intersection. It would reduce pedestrian crossing distance:
   - SB approach: ~90’ reduced to ~65’
   - WB approach: ~83’ reduced to ~55’

4. Consider reducing radii on SE and NW corners.
**EXISTING CONDITIONS**

**PRELIMINARY RECOMMENDATIONS**

**INITIAL PRELIMINARY RECOMMENDATIONS**

1. Consider channelizing the southeast corner of this intersection. Doing so would minimally reduce pedestrian crossing distance. More importantly, it would move the pedestrian crossings closer to the intersection where motorists are more focused on conflicts and moving slower.

2. Looking at the eastbound Titus Ave movements, it appears there may be some potential for motorists’ confusion — thus reduced attention to pedestrians. On the eastbound approach to Hudson Avenue, there are two lanes. On the eastbound departure, there is one. This suggests a merge is to occur within the intersection. Consider creating a second lane for the westbound departure and making the inside lane a left turn only lane for Cooper Road. If this is done, appropriate pavement markings, a LEFT LANE MUST TURN LEFT (R3-7) sign and a supplemental plaque for distance or specifying COOPER ROAD should be included to alert approaching motorists to the drop lane.

3. Consider installing raised islands where there is currently painted median space.
INITIAL PRELIMINARY RECOMMENDATIONS

1. Raised pedestrian crosswalks with contrasting pavement
2. At-grade pedestrian crosswalks with contrasting pavement
3. 5’ Wide sidewalk
4. 6’ Wide planted buffer zone
5. 6’ Wide bike lane with pavement markings and signage
6. 12’ Wide travel lane
7. 13’ Wide Raised planted median acts as traffic calming measure
ALT 3: POTENTIAL MEDIAN RENDERING FOR HUDSON AT TITUS

TITUS/COOPER/HUDSON MASTER PLAN, 2003

SOURCE: Helping Irondequoit Plan for Progress (HIPP) community group
INITIAL PRELIMINARY RECOMMENDATIONS

1. Consider reconstructing this intersection to make it more of a tee-connection
2. Extend the eastern curb line
3. Relocate the sidewalk
4. Plant vegetation to screen the southbound and northbound movements from each other. Providing a visual screen will eliminate the impression that the north south is a through street.
5. Prohibit RTOR, either with on demand blank-out signs, or if ped volumes merit, continuous prohibition
6. Relocate the pedestrian crossings

Prepared by Barton & Loguidice, DPC & Sprinkle Consulting, Inc.
INITIAL PRELIMINARY RECOMMENDATIONS - ALTERNATIVE APPROACH

1. An alternative approach to the St. Paul Blvd / Cooper Rd intersection would be to realign St. Paul Blvd to be create a four-legged intersection with Hartford Rd (a one-way eastbound street) on the east side of the intersection. While this could work, it has several disadvantages over the previous option:

2. This option requires realignment of St. Paul Blvd. This will impact the property owner in the southwest quadrant by significantly reducing the green space in front of the house.

3. To align the eastbound St. Paul Blvd approach with the Hartford Road departure, St. Paul could be shifted north. Alternatively, the eastbound movement would need to be shifted more than a lane width north across the intersection. Realigning St. Paul to the north, however, reduces green space directly in front of the house in the northeast quadrant; it increases the green space closer to the intersection.

4. To maintain two lanes for the southbound, the approach lanes to the intersection would need to be striped as a right turn and right-through-left combined lane. To safely accommodate pedestrians, the pedestrians should be given an exclusive phase with right turns across the western crosswalk prohibited.

5. Likewise a left, right-through-left combined lane would be needed to maintain two lanes northbound. Given the dual left nature of this movement, pedestrian crossings of the north leg of the intersection should have an exclusive phase.

6. The four-legged intersection would likely increase traffic on both Cooper and Hartford Roads.
INITIAL PRELIMINARY RECOMMENDATIONS

» This intersection is quite compact and there seems to be little from a geometric, signing, striping standpoint that would improve it for pedestrians. There is right on red prohibition for the east to south turning movement from Pattonwood Drive; this should address the issue of limited southern visibility to pedestrians approaching on the sidewalk. Visibility from St. Paul to the crosswalk seems unrestricted.

» The field notes suggest that right and left turns onto Pattonwood Dr pose safety concerns.

  Consider a leading pedestrian interval at for this crossing

  Blank out signs reminding turning motorists to YIELD TO PEDESTRIANS could be added next to the signal heads for the St. Paul Blvd approaches

» Consider Shared Lane Markings and Bikes May Use Full Lane Signs throughout this section beginning north of the railroad crossing and ending south of the choke point south of the intersections
**Note: Ridership data from RTS**

**Public Transit and Active Transportation Are Closely Related & 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 take 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

**Recommended Improvements**
- Pedestrian scale lighting
- Increase signage
- Improve pedestrian access, transit stop to building entrance and transit stop to existing sidewalk on Hudson Ave
- Bicycle Parking

**Map Legend**
- Existing Transit Stop Location
- Existing Pedestrian Connection
- Recommended Pedestrian Connection

**Public Transit and Active Transportation**
- Enclosed and heated shelter, promoting year round transit use.
- Ample interior and exterior seating.
- Green infrastructure: roof design and rain gardens capture and filter storm water runoff.
- Digital display board.
- Pedestrian lighting.
- Low winter maintenance.
- Nearby access to bicycle/pedestrian concourse.

**Note:** Gleason Circle is owned and maintained by RIT
IRONDEQUOIT PROTOTYPE TRANSIT STOP
EXAMPLE LOCATION: GOODMAN AND TOPS PLAZA

INITIAL PRELIMINARY RECOMMENDATIONS
1. Pedestrian crosswalks with contrasting pavement and ADA accessible ramps/detectable warnings
2. Install/upgrade Accessible Pedestrian Signals (audible and tactile) with countdown timer
3. 10' Wide concrete sidewalk
4. Flexi-Pave accent pavement (permeable surface)
5. Relocated transit stop (requiring less crosswalks to accommodate future RGH building in addition to existing buildings to the west)
   - Captures and harvests stormwater runoff from the shelter roof into a bio-filtration planter.
   - Simple, economical design. Provides shelter from weather elements.
   - Seating provided at transit stop, both covered and uncovered
   - Bike racks provided at transit stop, covered
   - Free space provided at transit stop, covered to accommodate wheelchairs
6. Pedestrian scale lighting
7. Native street trees

EXISTING CONDITIONS

**Note: Recommendations are provided by the consultant team. The recommendations are conceptual in nature and would be subject to further study, review, and approval from the Town of Irondequoit, RTS, and private owners before advancing to design development and implementation. Maintenance of shelters and accompanying site improvements to be coordinated during design development.**

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