



Road Safety Assessment Lester Avenue

MAIN STREET TO PAVILION ROAD

VILLAGE OF JOHNSON CITY

BINGHAMTON METROPOLITAN TRANSPORTATION STUDY

OVERVIEW

Road Safety Assessments (RSA) are a generally accepted proactive, low-cost tool to identify safety issues of transportation facilities. The Federal Highway Administration (FHWA) encourages states and local municipalities to use RSA's. A Safety Assessment is simply a formal performance examination of an existing or planned transportation facility by an independent, qualified multidisciplinary team. An assessment team considers the safety of all users, qualitatively estimates, and reports on safety issues, and suggests opportunities for safety improvements.

Lester Avenue provides access to a mixture of uses, including CFJ Park and Walmart. New development including, the residential redevelopment of the Victory Building and the Village Hall, is anticipated to increase pedestrian traffic along Lester Avenue. In response the village of Johnson City proactively requested that this RSA be included in the Binghamton Metropolitan Transportation Study (BMTS) 2021-2022 Unified Planning Work.

ROAD SAFETY ASSESSMENT PROCESS

A field assessment was conducted by representatives from the Village of Johnson City, Paulus Development and BMTS staff on November 22, 2022. This resulting report was prepared by BMTS staff and circulated before being finalized.

CRASH HISTORY

The crash history for a three-year period between May 31, 2019 through May 31, 2022 was reviewed. The crash data indicates there were a total of 23 crashes, 7 at Lester and Pavilion, 14 at Lester and Main, and two segment crashes. Most of the accidents were rear end collisions which are typically attributed to traffic congestion at intersections. In addition, there were 2 additional crashes along the segment not attributed to an intersection.

FINDINGS AND SUGGESTIONS FOR IMPROVEMENTS

FINDINGS

Incomplete Pedestrian Accommodations (see photos page 4-5)

- Lack of marked mid-block pedestrian crossing. This is of particular concern given the anticipated increase in pedestrian. The assessment team considered several locations for a new crossing, including between Laurel Street and the southern approach to the bridge, near the crest of the bridge, and between the northern bridge approach and Pavilion Drive. The team considered sight distance for pedestrians and vehicles, and roadway user behavior including driver speeds and potential pedestrian crossing behavior.
- Various sections of sidewalk and curbing are in disrepair. It was noted during the walking audit that the sidewalk on the east side of Lester from Main to the JH Robotics driveway and the curbing along the east side of the bridge will be replaced as part of the Lester Avenue bridge rehabilitation project.
- ADA compliant curb ramps are missing at Laurel Street and Helen Drive.

Signage

- The stop sign on Laurel Street at Lester Avenue is blocked by a utility pole and should be relocated closer to Lester Avenue to improve visibility
- St. James' parents are using Lester Avenue between Main Street and the church's driveway for drop-off and pick-up of children even though this area is designated as a no parking zone.
- The bus stop sign on Main Street to the east of Lester Avenue is missing.

SUGGESTIONS FOR IMPROVEMENTS

- **Install two mid-block pedestrian crossings along Lester Avenue.** Following the walking audit, representatives from the Village and the consultant for the Lester Avenue bridge rehabilitation project met to refine the location of the crossing as follows:
 - Add sidewalk and crosswalk with a rectangular rapid flashing beacon (RRFB) on the south side of Helen Drive just south of the bridge.
 - Place a second crosswalk with an RRFB north of the bridge, approximately half-way between the end of the bridge and Pavilion Drive. This would place it approximately 600 feet north of the proposed southern crosswalk and 175 feet south of Pavilion Drive. Advanced Pedestrian Crossing warning signs should be placed south of Pavilion Drive facing southbound Lester Avenue traffic so that vehicles turning left from Pavilion onto Lester Ave will see the will be warned of pedestrian crossings prior to the crosswalk and RRFB.
 - Considerations:
 - The sight distance from the vertical crest curve of the bridge to the northern crosswalk would be approximately 200 feet.
 - This provides better spacing between the 2 crosswalks and RRFB's, keeps the sidewalk ramps/transitions and the RRFB poles and foundations off the bridge which will eliminate any complications in the future of the RRFB poles potentially being hit if on the bridge.
- **Consider narrowing travel lanes and widen sidewalks across bridge.** As discussed during the walking audit the design of the bridge and the pedestrian crossing should potentially include narrowing the vehicle travel lanes and widening the sidewalks across the length of the bridge. This would slow down vehicle speeds and create a safer walking space for pedestrians.
- **ADA compliance.** Bring all curb ramps, crosswalks and pedestrian signals into ADA compliance.
- **Sidewalk improvements.** Repair/replace sidewalks where needed.
- **Relocate Stop Sign on Laurel Avenue.** Move the sign closer to the intersection so that utility pole does not block it.
- **Install No Standing signs on Lester Avenue on the west side of Lester between Main Street and Laurel Street.** The No Parking signs on the west side of Lester Avenue should be replaced with No Standing signs, with arrows in both directions. The Village should also work with St. James school to identify an appropriate location for drop-off and pick-up and to communicate that drop-off and pick-up is not allowed in the No Standing zone.
- **Install bus stop signage.** BC Transit is currently in the process of upgrading all bus stops in the system with new signage and shelters in some locations. The Village should work with BC Transit on planned upgrades to the bus stop on Main Street.

Conclusion

This roadway assessment has been prepared to assist the village of Johnson City in identifying opportunities to improve safety within the area studied. The Road Safety Assessment is based on information that was available at the time of the field review. The suggestions in the report are for the consideration and are not intended to serve as design or operational recommendations. The report does not preclude the identification of additional issues or the emergence of new issues over time. It is recommended that the Village review the report, document their responses, and track the implementation of safety improvements prompted by this assessment.



Sidewalk and Curb Conditions west side Lester Ave at Main St

Lack of ADA compliance curb ramps at Laurel St and Helen Dr



Narrow Sidewalk and Missing Curb on Lester Ave bridge



Lack of ADA compliance along westside of Lester Avenue

