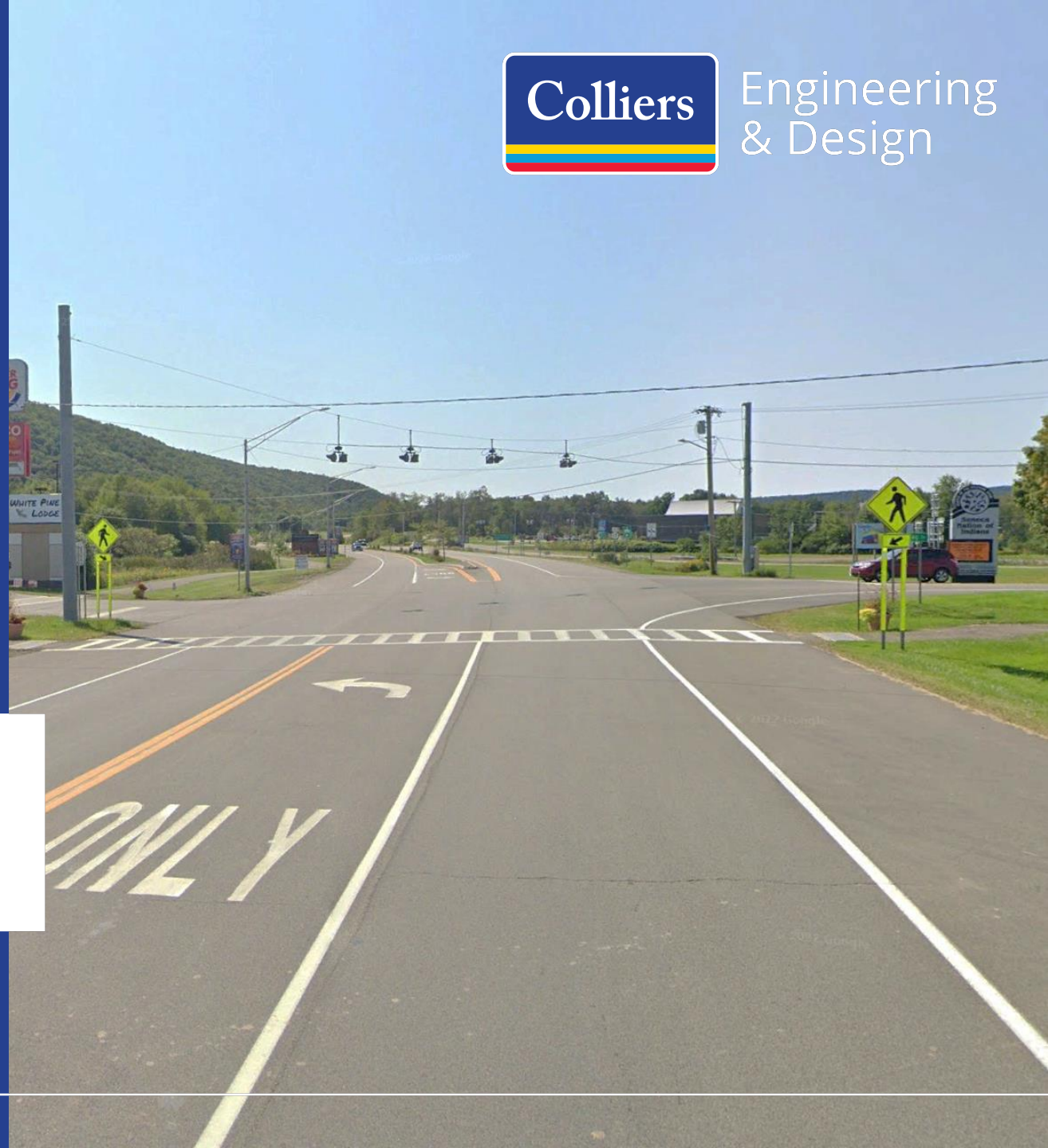
Broad Street & RC Hoag Drive
Intersection Improvements

Community Meeting – August 13, 2025
Allegany Community Center, Jo-Jo Redeye Room
3677 Administration Drive, Salamanca, NY



Colliers Engineering & Design

Accelerating success.

Meeting Agenda

01 Background

02 Concepts

03 Recommendation

04 How to provide input

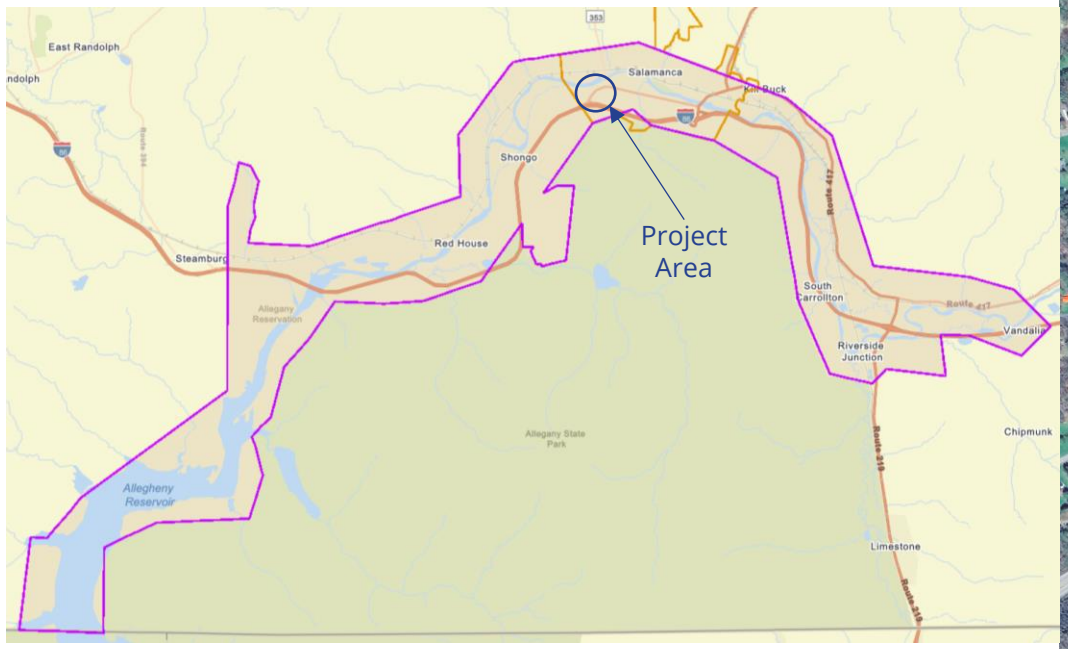
Location, Need, Purpose, Objectives

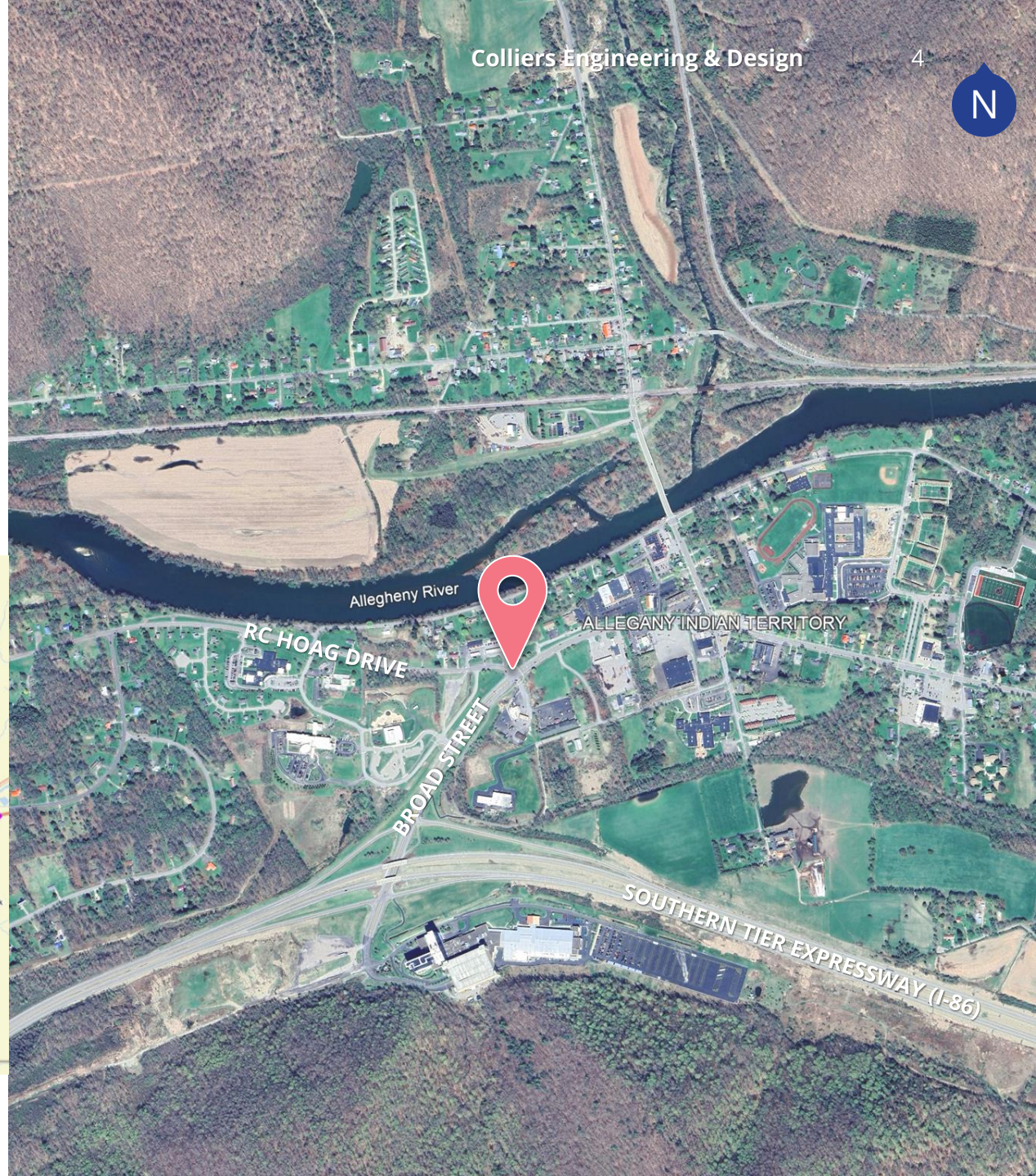
Background

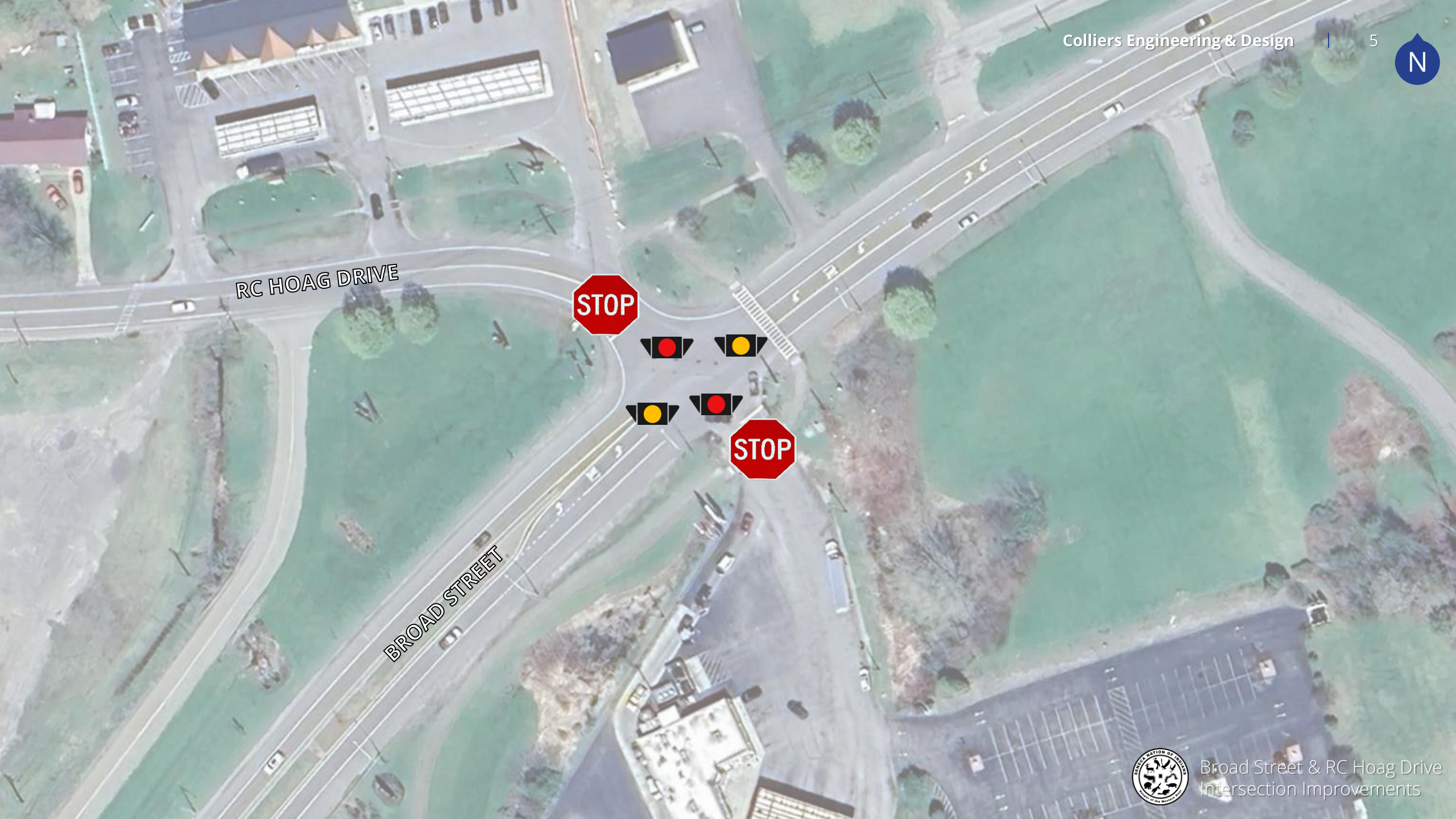
Project Location

Broad Street (NY Route 417) and RC Hoag Drive

City of Salamanca, on the Seneca Allegany Territory



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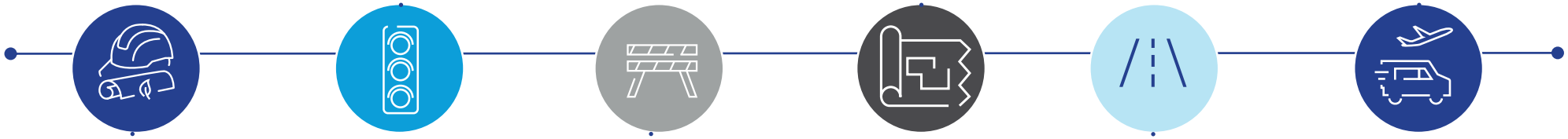
RC HOAG DRIVE
STOP
STOP
BROAD STREET

Over the years



1984

Road Reconstruction Project

D500068 – NY 417 and US 219

2010-11

Flashing signal installation

2018

Median & Shoulder Reconstruction

16J-0089 Ohi-yo-Gateway

2019

Seneca Nation Transportation Safety Plan

2020

Mill & Resurfacing Project

581343

2024

SNI Long Range Transportation Plan

Grant Application

- The Broad Street and RC Hoag Drive intersection was identified as needing safety improvements in the 2019 Seneca Nation Transportation Safety Plan (SNTSP)
  - Suggested countermeasures included a roundabout, street lighting, sidewalks, and beacons at pedestrian crossings

- US DOT, Federal Highway Administration (FHWA) Safe Streets for All (SS4A) Grant Program – applied in Fiscal Year 2023
  - The Seneca Nation was awarded $2.5M to address safety concerns at the intersection
  - Funding for environmental studies, design, land agreements, utility relocation, & construction
  - Specifically for the design and construction of a roundabout

Project Objectives

- ✓ Improve intersection safety for all roadway users
- ✓ Lower vehicle speeds on Broad Street
- ✓ Improve pedestrian and bicycle crossings
- ✓ Create a gateway into the community
- ✓ Improve roadway lighting
- ✓ Maintain intersection capacity

RC HOAG DRIVE

BROAD STREET

STOP

STOP

Existing and Future Traffic Volumes

Roadway (Approach)	Broad Street (East)	Broad Street (West)	RC Hoag Drive (North)	Driveway (South)
Year	ADT	ADT	ADT	ADT
Existing (2025)	8,829	7,647	2,220	2,050
ETC (2030)	9,060	7,850	2,280	2,110
ETC+20 (2050)	10,010	8,670	2,520	2,330

Notes:
1. *ETC = Estimated Time of Completion*
2. *RC Hoag Drive & Driveway volumes are estimated based on intersection counts*

Speed Data

Roadway (Approach)	Broad Street (East)	Broad Street (West)
Existing Speed Limit	30 MPH	30 MPH
85th Percentile Speed	36 MPH	36 MPH EB 39 MPH WB

Traffic Composition Data

Roadway (Approach)	Broad Street (East)	Broad Street (West)
Directional Split	48/52	48/52
% Trucks	3.1%	4.0%

Notes:
1. *Directional splits and percent trucks are based on daily traffic*
2. *Order of splits = EB/WB*

Broad Street & RC Hoag Drive
Intersection Improvements

Crash History

Study Period
May 1, 2020 – April 30, 2025

13 Intersection Crashes
38% Right-angle collisions
Failure to yield the right-of-way

2 Injury Crashes

Crash rate is higher than statewide average
0.59 c/mev vs. 0.28 c/mev

Concepts

Concept 1

“No Action”

- Routine maintenance only
- Keep two-way stop

Concept 1

“No Action”

- Routine maintenance only
- Keep two-way stop

Concept 2

Sign Improvements

- Add warning sign to the back of existing stop signs
- Add intersection warning signs on Broad Street

Concept 1

"No Action"

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Concept 2

Sign Improvements

- Add warning sign to the back of existing stop signs
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Concept 3

All-Way Stop

- Add stop signs on Broad Street approaches, requiring all traffic to stop

Concept 1

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Concept 2

Sign Improvements

- Add warning sign to the back of existing stop signs
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All-Way Stop

- Add stop signs on Broad Street approaches, requiring all traffic to stop

Concept 4

Signalized Intersection

- Install traffic signals at the intersection

Concept 1

"No Action"

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Concept 2

Sign Improvements

- Add warning sign to the back of existing stop signs
- Add intersection warning signs on Broad Street

Concept 3

All-Way Stop

- Add stop signs on Broad Street approaches, requiring all traffic to stop

Concept 4

Signalized Intersection

- Install traffic signals at the intersection

Concept 5

Roundabout

- Install a roundabout at the intersection

Concept 1

"No Action"

- Routine maintenance only
- Keep two-way stop

Concept 2

Sign Improvements

- Add warning sign to the back of existing stop signs
- Add intersection warning signs on Broad Street

Concept 3

All-Way Stop

- Add stop signs on Broad Street approaches, requiring all traffic to stop

Concept 4

Signalized Intersection

- Install traffic signals at the intersection

Concept 5

Roundabout

- Install a roundabout at the intersection

All-Way Stop Concept

FLASHING RED
OVERHEAD BEACON
WITH BACKPLATES

RC HOAG DRIVE

EXISTING STOP
SIGN TO REMAIN

STOP
ALL WAY

STOP
ALL WAY

STOP
ALL WAY

EXISTING STOP
SIGN TO REMAIN

STOP
ALL WAY

BROAD STREET

All-Way Stop Concept
Benefits & Drawbacks

- \+ Converting a two-way stop-controlled intersection to an all-way stop could reduce total crashes by 68%
- \+ Vehicles must stop at all crosswalks
- \+ No impacts to utilities or adjacent land

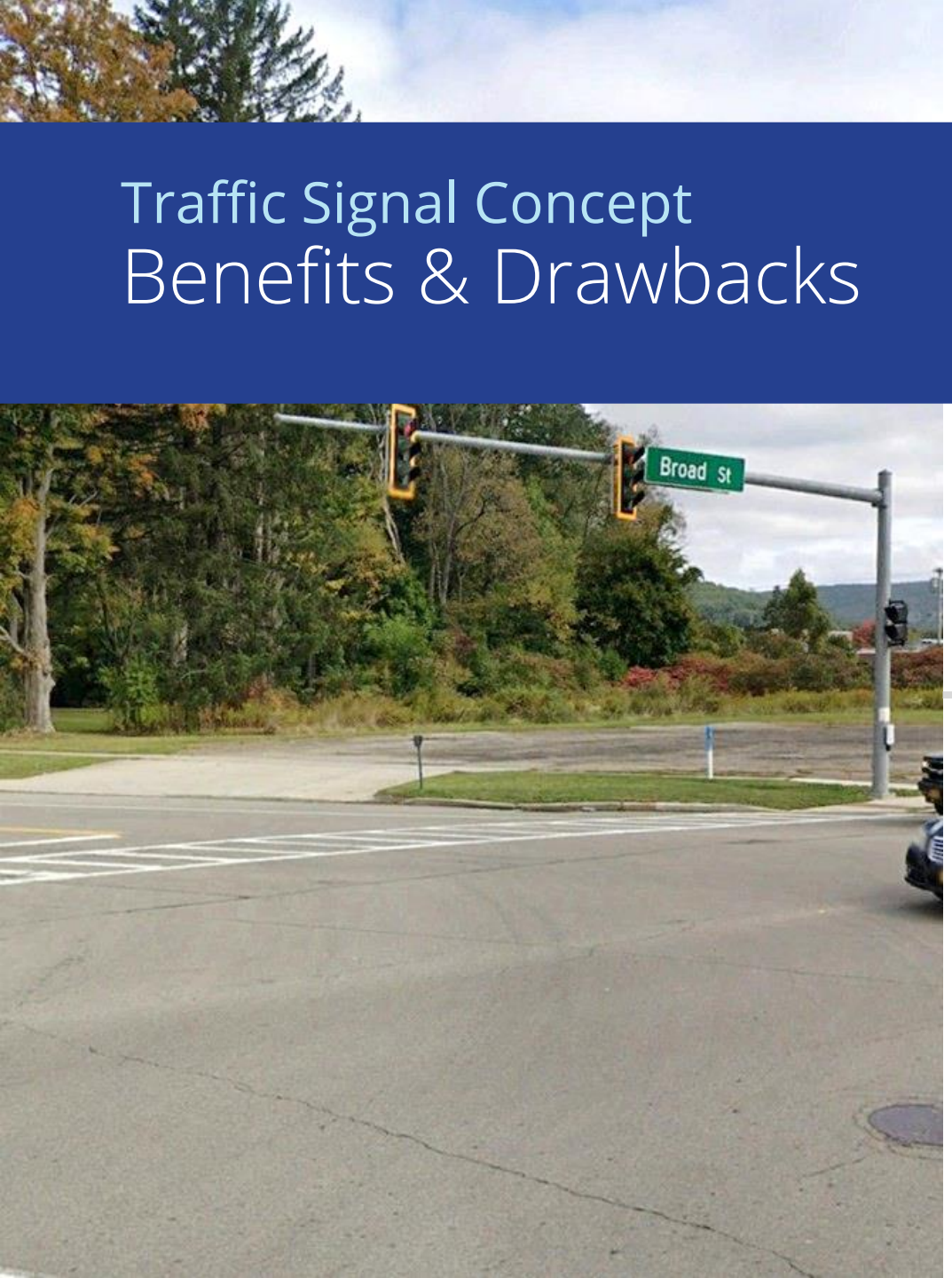
- − Potential for high-speed, right-angle crashes remains
- − Potential for high-speed, rear-end crashes on Broad Street at new stop signs

Traffic Signal Concept

RC HOAG DRIVE

BROAD STREET

Traffic Signal Concept
Benefits & Drawbacks



- \+ Converting a two-way stop-controlled intersection to a signal could reduce total crashes by 39%
- \+ Improves intersection capacity, particularly for RC Hoag Drive and the driveway
- \+ Provides control for vehicles, pedestrians, and cyclists entering the intersection

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- − Potential for high-speed, right-angle crashes remains
- − Potential for new rear-end crashes on Broad Street

Roundabout Concept

CR 28 & Shortsville Road Intersection, Ontario County

Roundabout Concept
Benefits & Drawbacks

- Converting an urban two-way stop-controlled intersection to a roundabout could reduce total crashes by 72%
- Geometry forces vehicles to slow down on approach to and within the intersection
- Eliminates conflict points due to left turns and crossing maneuvers

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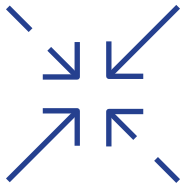
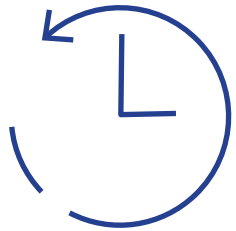
- Impacts to utility poles, overhead wires, and underground utilities
- Longer construction duration

Feasible Concepts Comparison

Concept				
All-Way Stop	32 Vehicle-To-Vehicle 24 Vehicle-To-Pedestrian	68% Crash Reduction (Per FHWA) 77% Injury Reduction (Per FHWA)	Overall PM Peak Level Of Service D 26.4 seconds of delay per vehicle	$110 thousand
Signal	32 Vehicle-To-Vehicle 24 Vehicle-To-Pedestrian	39% Crash Reduction (Per FHWA) 23% Injury Reduction (Per FHWA)	Overall PM Peak Level Of Service A 9.5 seconds of delay per vehicle	$350 thousand
Roundabout	8 Vehicle-To-Vehicle 8 Vehicle-To-Pedestrian	72% Crash Reduction (Per FHWA) 88% Injury Reduction (Per FHWA)	Overall PM Peak Level Of Service A 7.4 seconds of delay per vehicle	$2.2 million

Overall Average Delay

PM Peak

All-Way Stop
26.4 seconds

Signal
9.3 seconds

Roundabout
7.4 seconds

Recommendation

A roundabout is the most effective crash reduction measure remaining under consideration and would best meet the project's objectives.

Seneca Nation's Recommendation: Roundabout Concept

- Will eliminate identified right angle collision patterns
- Will geometrically force drivers to reduce vehicular speeds on approach to and within the intersection
- Results in two to three times less delay to the traveling public
- Shortens pedestrian crossings to only one direction of traffic at a time

What is a roundabout?

A roundabout is a type of circular intersection with yield control of entering traffic, islands on the approaches, and appropriate roadway curvature to reduce vehicle speeds.

Modern roundabouts are different from rotaries and other traffic circles. For example, roundabouts are typically smaller than the large, high-speed rotaries still in use in some parts of the country. In addition, roundabouts are typically larger than neighborhood traffic circles used to calm traffic.

A roundabout has these characteristics:

Source: Roundabouts: An Informational Guide. Federal Highway Administration, Washington, D.C., latest version, except as noted.

Why consider a roundabout?

Compared to other types of intersections, roundabouts have demonstrated safety and other benefits.

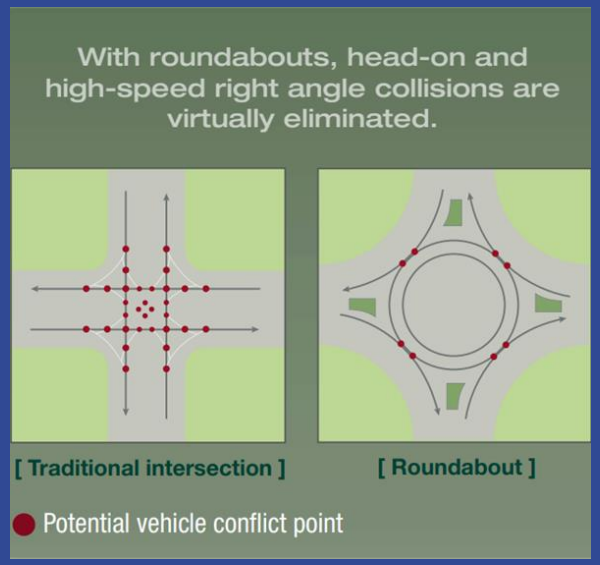
Roundabouts:

Improve safety

- More than 90% reduction in fatalities*
- 76% reduction in injuries**
- 35% reduction in all crashes

Reduce congestion

- Efficient during both peak hours and other times
- Typically less delay



Reduce pollution and fuel use

- Fewer stops and hard accelerations, less time idling

Save Money

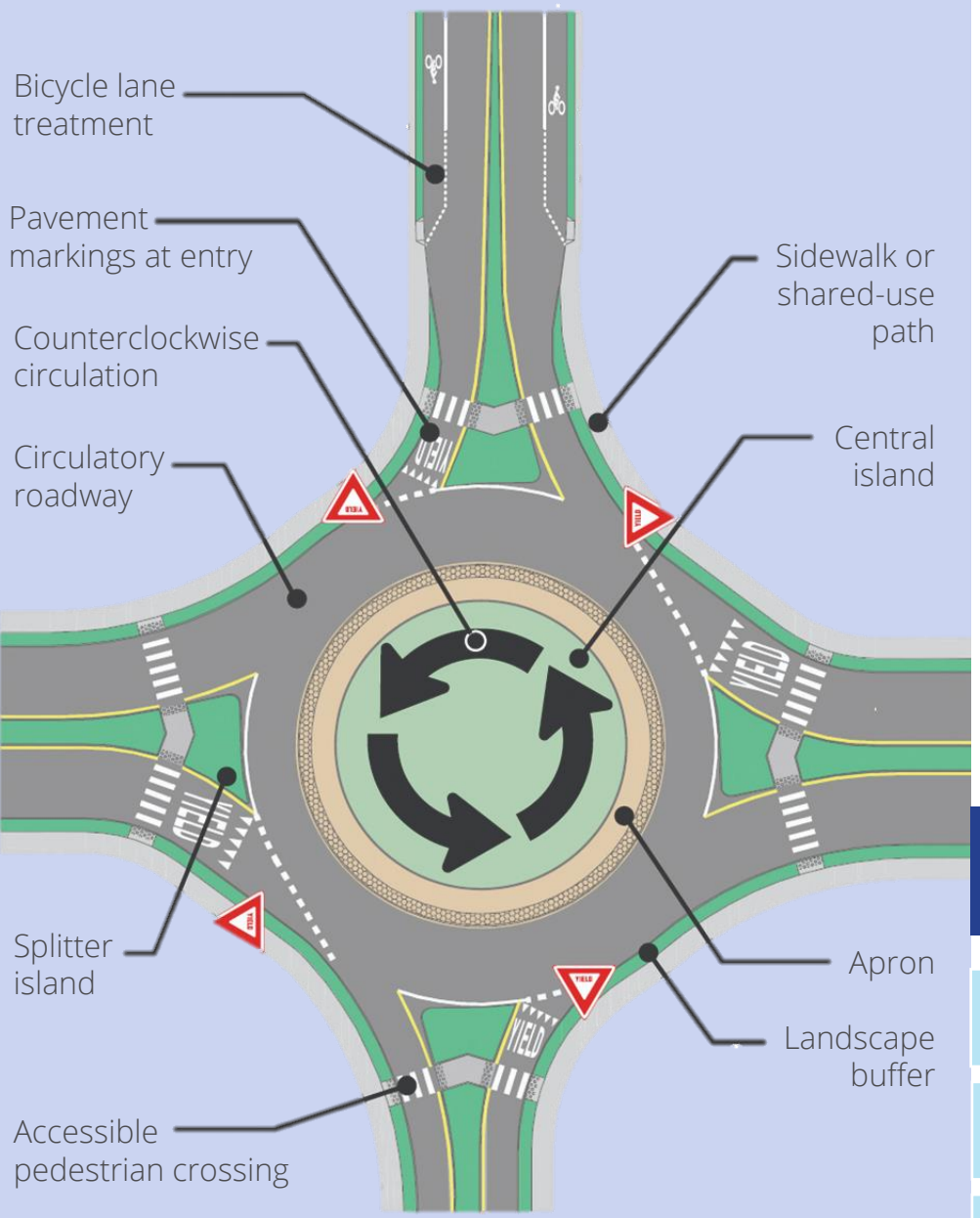
- Often no signal equipment to install, power, and maintain
- Smaller roundabouts may require less space than traditional intersections
- Often less pavement needed, especially if long turn lanes are no longer necessary

Complement other common community values

- Quieter operation
- Functional and aesthetically pleasing

* "Safety Effect of Roundabout Conversions in the United States: Empirical Bayes Observational Before-After Study." Transportation Research Record 1751, Transportation Research Board (TRB), National Academy of Sciences (NAS), Washington, D.C., 2001.

** NCHRP Report 572: Roundabouts in the United States. National Cooperative Highway Research Program, TRB, NAS, Washington, D.C., 2007.



Elements of Roundabout Design, USDOT Federal Highway Administration

Navigating Roundabouts as a Driver

General Procedure

- Reduce your speed
- Keep to the right of the splitter island
- Watch for and yield to pedestrians in the crosswalk or waiting to cross
- Move up to the yield line and wait for an acceptable gap in traffic.
- Within the roundabout, you do not have to stop except to avoid a collision; you have the right-of way over entering traffic. Always keep to the right of the center island, and travel in a counterclockwise direction.
- When you have passed the last exit before the one you want, use your right-turn signal and continue to use your signal though your exit. Maintain a slow speed.

Additional Resources

1. **FHWA Roundabout Information Guide & Other Resources**
   https://highways.dot.gov/safety/intersection-safety/intersection-types/roundabouts
2. **Minnesota DOT Roundabout Animation**
   www.dot.state.mn.us/roundabouts/emergency.html
3. **Washington State DOT Video on How to Drive in a Roundabout**
   https://www.youtube.com/watch?v=DYzPFV5JNts

Anticipated Schedule

Broad Street & RC Hoag Drive
Intersection Improvements

Ways you can provide input on or before August 29th:

Write or email:

Timothy Waterman

Transportation Planner
Seneca Nation Department of Transportation
90 Ohi:yo Way
Salamanca NY, 14779

Timothy.Waterman@sni.org

Fill out and return a comment sheet available on the Seneca Nation Department of Transportation webpage:

https://sni.org/community-services/department-of-transportation/

Broad Street & RC Hoag Drive
Intersection Improvements

Questions?