



Broad Street & RC Hoag Drive Intersection Improvements

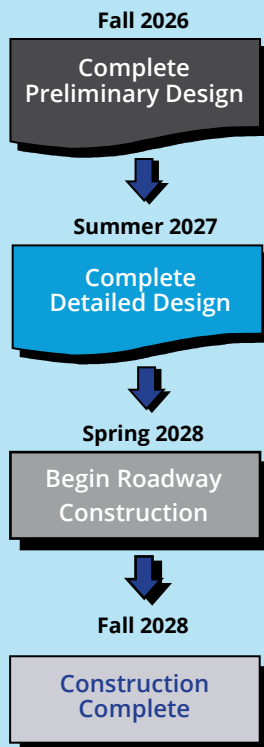
Community Meeting

September 2026

Project Location



Anticipated Project Schedule



Why is the project needed?

- The intersection of Broad Street and RC Hoag Drive was identified as a hazardous location in the Seneca Nation Transportation Safety Plan. The Seneca Nation DOT was awarded grant funding for a \$2.5M safety improvements project under the Safe Streets and Roads for All (SS4A) grant program from the US Department of Transportation.
- This location has a crash rate 2 times higher than the New York State average for similar locations statewide. 13% of intersection crashes occurring over the last 5-years involved injuries.
- Most crashes involve right-angle collisions. Police reports show drivers often fail to yield the right of way at the existing stop signs with flashing beacons.

What concepts were considered?

- No Action (other than routine maintenance)
- Sign Improvements
- All-Way Stop
- Traffic Signal
- Roundabout (Recommended)**

Concept Evaluation

The "No Action" concept would not improve safety. While sign improvements may increase driver awareness at the intersection, they could lose their effectiveness over time. The Seneca Nation DOT is committed to implementing a proven long-term safety treatment, therefore these concepts were dismissed. The following concepts were considered further:

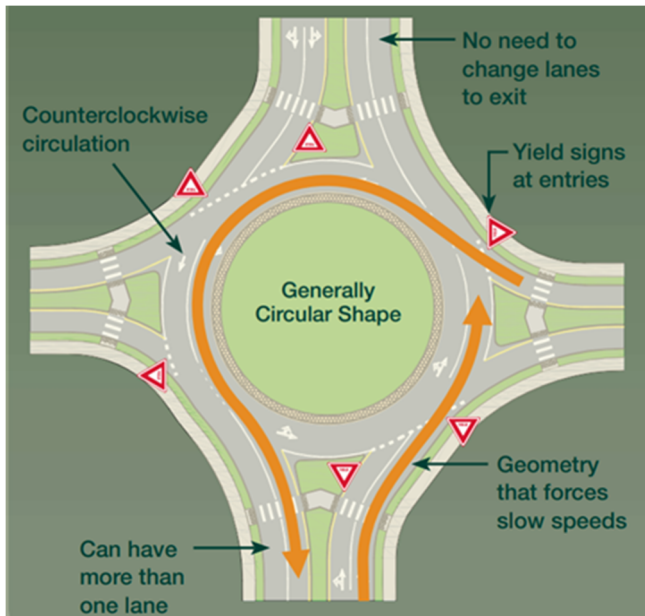
Concept	Potential Conflict Points	Level of Service & Delay (PM Peak)
All-Way Stop	32 Vehicle-To-Vehicle 24 Vehicle-To-Pedestrian	Level Of Service D 26.4 seconds per vehicle
Signal	32 Vehicle-To-Vehicle 24 Vehicle-To-Pedestrian	Level Of Service A 10.4 seconds per vehicle
Roundabout	8 Vehicle-To-Vehicle 8 Vehicle-To-Pedestrian	Level Of Service A 7.4 seconds per vehicle

Only the roundabout concept would physically reduce conflict points and slow down traffic, changing a potentially severe crash into a fender bender. The Federal Highway Administration suggests that converting an urban two-way stop into a roundabout can reduce the total number of crashes by 72%. In addition, a roundabout would reduce the delay for drivers on the existing stop-controlled approaches while maintaining capacity on Broad Street.

For further information, please contact:

Timothy Waterman
Transportation Planner
Seneca Nation Department of Transportation
90 Ohi:yo Way
Salamanca, NY 14779
Timothy.Waterman@sni.org

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.

Characteristics of a roundabout are shown in the figure to the left.

Why consider a roundabout?

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

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 & Fuel Use

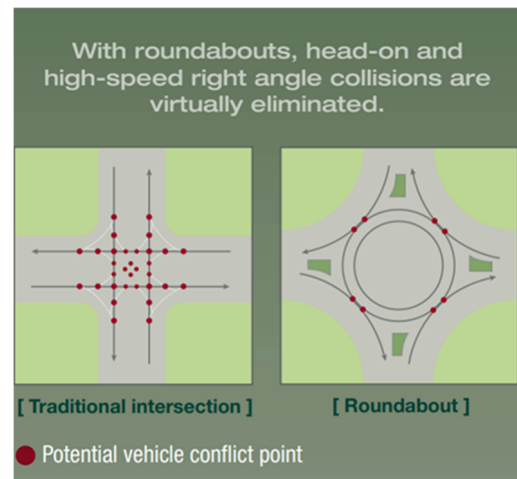
- Fewer stops and hard accelerations, less time idling

Save Money

- Often no signal equipment to install, power, and maintain
- Smaller roundabouts may require less space than traditional intersections
- Often less pavement needed overall when 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