

Town of Hamburg Lake Avenue Long-Term Vision

Prepared by GObike Buffalo
December 2024



GObike



This project was implemented in partnership with the Town of Hamburg Supervisor’s Office, and included collaboration with the Hamburg Moves Committee. Funding for the project was provided by Erie County via the Town of Hamburg.

A special thanks to the residents of Our Mother of Good Counsel Senior Apartments, along with James Lonergan of Delta Development Group of WNY, Inc., for their heartfelt and consistent involvement throughout this process. Additional thanks to Principal Shannon Thurston and Blasdell Elementary School for graciously providing space for our public meeting, and to the family and friends of those killed on Lake Avenue in recent years, for their contributions to this project.

GObike would like to hold in remembrance the three women who have been killed by traffic violence on Lake Avenue in recent years: Marguerite O’Neil, and Sandra Burczynski, and Margie Polonkiewicz.



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In 2023, GObike completed an Active Mobility Action Plan for the Town of Hamburg. Informed by community and stakeholder input, the plan recognizes the need for improved accommodations along town streets for bicycles, people walking and using transit. Through the planning process, GObike identified several key locations across the Town where improvements to the streetscape would be most impactful for improving the safety and convenience of travel for people who walk or bike. Building off the insights gleaned from the community in the Active Mobility Action Plan, the Town tasked GObike to conduct a deeper dive into the design of Lake Avenue between South Park Ave and McKinley Parkway. Due to recent tragic traffic violence along this corridor, immediate traffic calming solutions along Lake Avenue were a priority for the Town, despite the roadway being under Erie County jurisdiction.

The initial intent of this project was to work with nearby residents and business owners to identify a short-term quick-build solution that could be implemented in 2024. Quick-build temporary projects are meant to demonstrate a street reconfiguration to the community, while collecting data before and after implementation to provide insights on changes in road user behavior, such as vehicle volumes and speeds, and pedestrian and bike volumes. Quick-build projects are typically low-cost solutions that use paint, bollards, rubber curbing, and other removable fixtures that can stay in place until a permanent solution is funded, designed, and constructed. The duration of a quick build project is determined by the entity with jurisdiction over the roadway, which in this case is Erie County.

Erie County Department of Public Works (DPW) does not allow temporary street designs over concerns they may cause crashes if new traffic patterns are only in place for a short period of time before reverting back to original conditions. Fortunately, quick build projects can be left in place until funding is secured for long-term capital improvements, if appropriate paint and materials are used in the implementation. Due to the nature of the concerns along this roadway, GObike's recommendations for this project all include some form of vertical delineation that would need to be secured to the pavement in some manner. However, Erie County DPW does not allow attaching fixtures such as bollards to the road due to concerns of damage to road surfaces, and a lack of capacity to remove and reinstall fixtures for the plowing season. In order to implement safety interventions recommended in this plan (such as changing the number of lanes), Erie County DPW requires a traffic study (which is beyond the scope of this project).

As a result, GObike shifted our focus to producing a set of recommendations for a long-term corridor design on Lake Avenue that is reflective of the feedback collected from the community during the engagement activities on this project. This report outlines Lake Avenue's challenges, summarizes input collected from the community, and puts forth a recommended design and engineer's estimate of probable cost for a long-term capital project that would not only address the most immediate safety concerns, but also contribute to the sustainability and accessibility of the Town as a whole.



The focus area of this study spans along Lake Avenue from South Park Avenue to McKinley Parkway, roughly 0.65 miles. Lake Avenue has a National Highway System Functional Class of Urban Minor Arterial and is designated as Erie County Route 200. It is a two lane, two way road and includes a Two Way Left Turn Lane (TWLTL) between South Park Avenue (US 62) and the New York State Thruway (I-90) overpass. Travel lane widths are 12 feet and paved shoulder widths vary between 6 to 10 feet. The posted speed limit is 40 MPH. The 2023 Annual Average Daily Traffic (AADT) was 12,181.

At the signalized intersection of South Park Avenue there is a dedicated left turn only, through only and right turn only for the westbound approach. The signal is owned and operated by the NYSDOT. The NYSDOT reported the signal operating at a vehicle level of service B in December 2020. Level of service is a traffic engineering metric to measure how well a roadway is working from the perspective of vehicle flow. Level of service (LOS) A means the roadway only has light traffic and less congestion, where LOS F is severe congestion. LOS B is near free-flow and is considered comfortable conditions for vehicle drivers. However, LOS does not factor in safety, accessibility, or comfort level for other road users, such as bicyclists and pedestrians.

The signalized intersection at Lake Ave and McKinley Avenue includes a dedicated left turn only lane, a through lane and a shared through and right turn lane for the eastbound approach. The signal is owned and maintained by the Town of Hamburg.

Just east of the entrance to Our Mother of Good Counsel, a mid-block crossing with a continental style crosswalk and Rectangular Rapid Flashing Beacon (RRFB) signage is present, and shark's teeth yield line markings also indicate where drivers need to yield to pedestrians in the crosswalk on both sides of the road. On the westbound side of Lake Avenue, sidewalks are present from South Park Ave until Our Mother of Good Counsel's western entrance, and briefly pick up again at the eastern entrance and extend to the mid-block crossing (about 40 feet). On the eastbound side of the road, sidewalks are only present between South Park Ave and the entrance to the Quest Diagnostics Parking lot at 4233 Lake Ave (about 275 ft).





The disconnected sidewalk network creates challenges for residents who wish to access nearby amenities without a vehicle, especially those that are located on McKinley Parkway. In some cases, the sidewalks that do exist are in poor physical condition at driveway curb cuts, making walking difficult for those who experience limited mobility and need assistance from walkers.

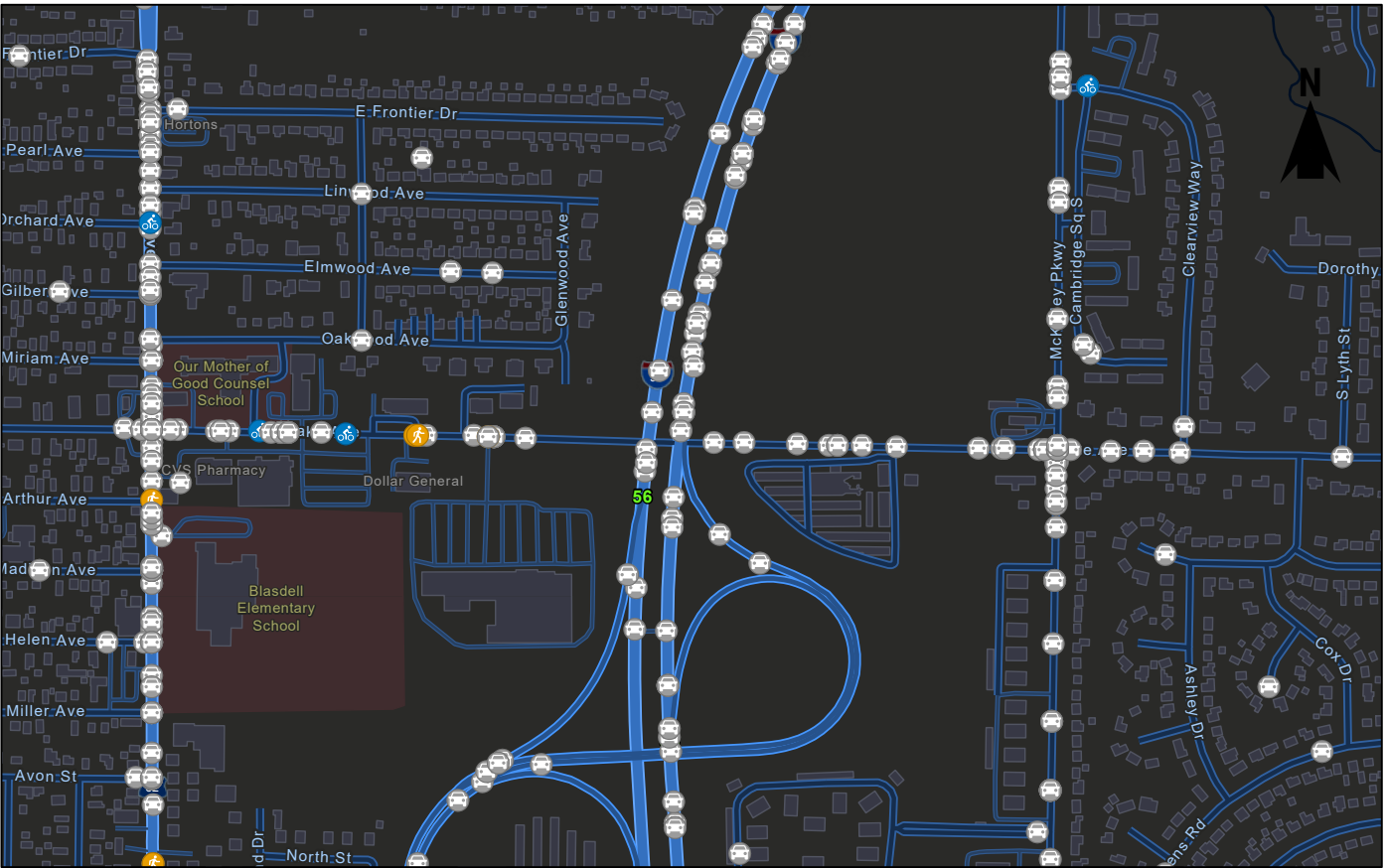


According to the NYS DOT Traffic Data Viewer, Lake Avenue has an estimated AADT of 12,181, with 2% representing truck traffic. GObike collected vehicle volume and speed data in July 2023, and found that on average about 11% of vehicles were speeding between South Park and the I-90 overpass. However, average, median, and 85th percentile speeds are at or below the posted speed limit. In discussion with nearby residents, they felt that the speed limit for that section of road is still unnecessarily high, resulting in worse outcomes for pedestrians trying to cross the road, as well as drivers not adhering to the mid-block crossing.

Sat Jul 8, 2023 12:02 to Thu Jul 13, 2023 17:00	# Vehicles (5-day count)	# Speeders	% Speeders	Max Speed	Average Speed	Median Speed	85th Per-centile Speed	10 MPH Pace
Approach	15,608	611	4%	54	31	33	37	31 to 40 mph
Receding	16,695	2871	17%	70	35	36	40	31 to 40 mph
Total	32,303	3482	11%	--	--	--	--	--

NYS DOT crash data reported by local police agencies show that between 2018 and 2023 (inclusive), there were 42 crashes on Lake Avenue between South Park Ave and McKinley Parkway, not including those crashes that occurred at the intersections of South Park and McKinley. Of those 42, 2 were crashes with bicyclists and 3 were crashes with pedestrians. All three pedestrian-involved crashes resulted in fatalities, and both crashes with bicyclists resulted in injury. Comparatively, none of the vehicle-only crashes resulted in fatalities, and only two resulted in injuries.

Although there is no bike infrastructure currently present on Lake Avenue, the corridor is listed on the Greater Buffalo Niagara Regional Transportation Council's 2020 Regional Bike Master Plan as a proposed Tier II bike facility, which would include bike facilities with generous physical separation from vehicle traffic.



Legend

- Pedestrian
- Bicyclist
- Vehicle

1:8,653
0 0.05 0.1 0.2 mi
0 0.07 0.15 0.3 km
Eri Community Maps Contributors, Province of Ontario, © OpenStreetMap, Microsoft, Esri, Canada, Esri, TomTom, Garmin, SafeGraph

Lake Avenue was identified as a high-conflict area by residents through Hamburg’s Active Mobility Action Plan, and was further prioritized following the April 2023 death of Sandra Burczynski, a senior resident from the Our Mother of Good Counsel (OMGC) Senior Apartments. Sandra Burczynski’s death was the third such fatal occurrence of an elderly resident struck while attempting to cross Lake Avenue in just as many years.

Following that fatality, the Hamburg Supervisor’s office and GObike subsequently held two listening sessions with OMGC residents in 2023 and 2024, in addition to a walk audit in partnership with the Hamburg Moves Committee, in order to examine specific challenges residents faced along the roadway. Over a dozen volunteers participated in the Walk Audit, including residents of OMGC reliant upon mobility devices, and one resident who was entirely blind, lending their unique transportation perspectives.

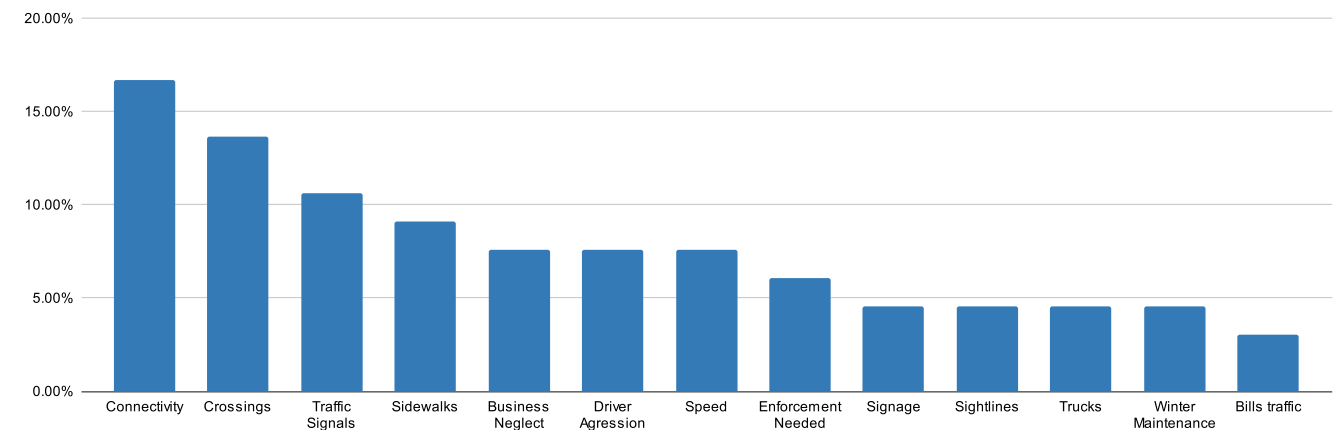
An additional meeting of the general Blasdell community was also held in Spring 2024 at the nearby Blasdell Elementary School on South Park Avenue. That meeting was promoted virtually through targeted ads to area residents and employees, as well as through in-person outreach to over forty businesses on or near that section of Lake Avenue. The following is a summation of those sessions, wherein feedback was provided by over twenty Lake Avenue residents, in addition to several family members and friends of OMGC residents killed by traffic on South Park Avenue.



Residents’ Challenges on Lake Ave

OMGC Listening Sessions & Blasdell Public Meeting:

Over the course of two listening sessions with the residents of Our Mother of Good Counsel Senior Apartments, and one public meeting, several comments were collected from attendees with regards to challenges on Lake Avenue. The primary theme of these comments was residents’ lack of connectivity to essential businesses and services (16%), while dangerous pedestrian crossing options (13%) and insufficient traffic signals (10%) also ranked highly.



Here’s what we heard:

Residents do most of their shopping at Dollar General, but store managers seemingly don’t care if they’re endangered while getting there; they do not clear sidewalks regularly, and pile parking lot snow in the pedestrian right of way.

Post Office driveway and sidewalk are impassable for those with mobility devices and poor mobility, preventing them from reaching the signalized crosswalk at South Park and Lake Avenue

Residents noted that as drivers, they have noticed that even when they stop at the crosswalk, other drivers get impatient and drive around them, which puts pedestrians crossing at risk.

When crossing at the RRFB crosswalk, many residents attach flags, pool noodles, or self-made signage to their mobility devices to alert drivers when crossing at the crosswalk, only to be met with impatient speeding vehicles that do not stop, drivers angrily honking horns, and threats from drivers to get out of the road.

Lake Avenue Plaza Farmers Market occurred for years, but hasn’t happened in two summers because nobody was going, it was not safe to walk there. It was a rare opportunity for residents to get fresh produce.





Lake Avenue Walk Audit Findings

Sidewalks:

The sidewalks on Lake Avenue proved to possess several deficiencies, and lacked proper safety measures. Notably, the majority of volunteers stated that the sidewalk does not have a separated space from the street and lacks a smooth surface, which is a major concern considering that most of the users are senior residents from OMGC. They rely on walkers and wheelchairs, and the current sidewalk condition poses a dangerous situation for them.

Volunteers also noted that the sidewalk has numerous obstacles, causing foot traffic to slow down and preventing users from freely utilizing the sidewalk. There is also a continuity issue as segments of the sidewalk are missing, and in some areas, there is no sidewalk at all, which poses a serious problem for pedestrians. Another significant issue is that the sidewalk is too narrow to accommodate more than one person, forcing the second person to share the road with oncoming traffic. Furthermore, the sidewalk lacks a tactile surface for vision-impaired individuals, making it hazardous and preventing them from navigating the area safely.

Roadway Condition & Crossings:

Similar to the condition of the sidewalk, the volunteers expressed concerns about the existing state of the street. They observed the presence of traffic lights at this location, though opinions varied regarding their visibility. Some volunteers stated that they could not clearly see the traffic lights. The audit reports indicate that a crosswalk is present in this area; however, the markings and visibility for both pedestrians and drivers are not clear. Moreover, there is a lack of sufficient signage, which poses a safety issue. The street also does not welcome bicyclists as there is no designated bicycle lane, discouraging cyclists from using the street.

The audit indicates that the majority of the volunteers have noted that the crossing signals are working. However, they have shown a mixed opinion regarding the “push-to-walk” mechanism. Some of the volunteers stated that it is working, while others said there is an absence of that mechanism. The majority of the volunteers showed concern for the placement of the signals and the duration of time they had to cross the street. They did not feel safe and comfortable while crossing the street at the signal. The volunteers also expressed concerns that the signal does not welcome pedestrians to cross the street, posing a safety concern for aging adults.

Comfort & Amenities:

The location does not offer a sufficient amount of facilities for pedestrians. The responses received from the volunteers were mixed regarding the present amenities at this location; however, the majority of them expressed that the location is lacking in many areas. Seating availability presented varied responses, with some volunteers stating that there are some seating arrangements like benches on the sidewalk, while others stated that the location does not provide sufficient seating arrangements.

The volunteers also mentioned that the place is not well shaded and lacks greenery upkeep, which poses discomfort while utilizing the area. However, the buildings and homes in this location are well maintained, which is a positive aspect contributing to the area’s appeal. The area also lacks many other proper safety facilities, such as proper signage, streetscapes, and pedestrian-friendly lighting. These are also vital safety measures.



Based on conversations during the resident listening sessions, public meeting, and walk audit, several themes emerged in terms of residents' vision for the Lake Avenue Corridor.

The first of these was an urgent need for safer crossings on Lake Avenue, both in front of Our Mother of Good Counsel Senior Apartments, and at the intersection of South Park and Lake Avenues. When presented with the three quick-build short-term design options, residents overwhelmingly preferred the Two-Way Cycle track design, which eliminated a traffic lane and replaced it with a protected cycle track on the north side of South Park Avenue. This option was unanimously preferred by OMGC residents and employees, and preferred 4:1 compared to other design options by attendees at the Blasdel Elementary meeting. However, compared to the short-term solutions, most participants preferred the long-term capital improvement vision over the short-term solutions.

Residents were also enthusiastic about GObike's alternative recommendation of a road diet, which would reallocate vehicle traffic to one lane in each direction, and responded with similar positivity to recommendations for the installation of a protected pedestrian refuge island at the center of the travel lanes, to provide a safe place for pedestrians to stop during their crossing. Staff at Our Mother of Good Counsel also noted that residents will often walk (or use a power scooter) to travel east along Lake Avenue to access stores on McKinley Parkway, and expressed a desire for better pedestrian infrastructure to allow residents to navigate in this direction more safely.

Although vehicle speeds have already been reduced on South Park Avenue, many residents found the reduction inadequate, and would like to see the limit further lowered to 30 or 25 MPH, with stricter enforcement by police. In addition, residents would like to see additional signage on South Park Avenue, warning westbound drivers of the approaching senior residence and crosswalk, as well as the installation of a push-activated HAWK signal that would bring traffic to a full stop for crossing pedestrians.

Residents also called for more accountability from area businesses, whose lack of seasonal maintenance, and negligence in making timely repair of missing or broken sidewalks, forces residents to walk or roll in roadways for lack of a better option, presenting a safety hazard to themselves and all roadways users.

Participants of the 2023 walk audit were asked to provide suggestions for improvements they would like to see on Lake Avenue. The top five improvements they identified are as follows:

1. Sidewalk enhancements
2. Pedestrian-friendly lighting
3. Street trees and landscaping
4. Proper signage
5. Trash receptacles

Here's what we heard from the 2024 public meeting participants:

When the sun is setting and low, it's very difficult to see the flashing lights on the RRFB when traveling west in the afternoon.

RRFB lights are yellow/orange, which most drivers associate with "slow" or "caution", not "Stop"; drivers may not know they need to stop when they see the flashing

Impossible to cross (Lake Avenue) on Bills game days; drunk driving, speeding, and littering is out of control

Camera-operated speeding tickets needed, because police don't enforce speed laws here.

Sidewalk is a solid sheet of ice in the winter.



Given the constraints of the existing roadway, such as minimum and maximum right-of-way (ROW) widths, number of driveways, and adjacent land uses, there are several design options that would provide varying levels of accessibility and traffic calming improvements. These options range from solutions that can be implemented quickly and cheaply to those that would require a large capital investment and a longer timeframe for additional engineering and construction. All of the options aim to solve the primary problem of the unsafe mid-block crossing near Our Mother Good Counsel Senior Apartments, though some solutions provide additional benefits such as bike and pedestrian infrastructure along the corridor, not just across the corridor.

Proposed immediate design recommendations use the existing pavement width and do not require additional paving for permanent infrastructure, and are intended to provide immediate compliance measures in accordance with the US Access Board's Public Right of Way Accessibility Guidelines (PROWAG). All options can include improvements to the existing crosswalk, such as increasing the crosswalk width from 6ft to 8ft or 10ft. Reflective paint should be used to improve low-light visibility.

Where buffers are proposed, vertical delineation is suggested to create greater separation between vehicle and non-vehicle spaces on the roadway. Vertical delineators can be removed and reinstalled seasonally to accommodate snow removal. GObike recommends K71 or similar reflective bollards, as these are designed to take high-speed hits without damage, and are anchored into asphalt using removable bolts, making removal and reinstallation easy and quick. Although Erie County DPW does not currently allow vertical bollards to be installed on the roadway over concerns that they damage the asphalt, vertical delineation bollards are a broadly accepted measure used around the country for providing separation between vehicles and other roadway users. Proper installation using anchor sleeves may reduce impacts on asphalt conditions. Alternatively, plastic delineators with adhesive tape can be used to provide separation without drilling anchor holes, although this option is less durable over time. Erie County requires that any proposed changes to the roadway by the Town include a full Professional Engineer's traffic study to demonstrate justification.

The following solutions should be accompanied by policy considerations for speed limit adjustments. Recent changes to NYS law allow municipalities to reduce their speed limits to 25 MPH (A.1007-A/S.2021-A). Based on the reconfiguration of the roadway, the AADT, and adjacent property uses, reducing the speed limit to 30mph could help improve pedestrian safety. Additionally, if the street is reconfigured in the future, the Town and County should communicate to property owners along Lake Avenue to discuss the potential for consolidating parking lot entrances in areas where a single parcel has more than one entrance, to reduce the number of points along the corridor where vehicles will need to make turns.

Hamburg's zoning code should also be updated to reflect best practices that support improved walkability, bicycling and transit use. A few of the focus areas should include, but not be limited to, the following:

- Eliminate parking minimums for residential and commercial land uses, and incentivize bicycle parking facilities and transit usage along transit routes
- Require five foot minimum sidewalks along all new development frontages
- Require sidewalk connectivity between all building doorways and the public sidewalk. Include sidewalk circulation facilities within all parking areas
- Require all pedestrian circulation routes to conform to the US Access Board's PROWAG and ADA Accessibility Guidelines (ADAAG).

Road Diet

This option would reduce the total vehicle travel lanes to one 10 ft travel lane in each direction, with no TWLTL. As a quick build solution that does not require adjusting pavement widths, reducing travel lane widths creates space to add 6 ft multi-use pathways in the shoulder for both pedestrians and bicyclists, separated from vehicle traffic by a painted 7 ft buffer. On the I-90 overpass, the pathway would separate into existing sidewalks and 5 ft bike lanes on both sides of the road.

The existing RRFB at Our Mother Good Counsel would remain in place, but by reducing the number of lanes the distance where pedestrians are exposed to vehicle traffic drops from 46 ft to 20 ft. Vertical delineation could be installed in the buffer to provide additional separation between vehicles and pedestrians/bicyclists. A level-of-service analysis for this alternative indicated the intersection would continue to operate at a level of service of B.

In discussions with the Town after the initial drafting of the report, Hamburg noted that they view sidewalks as a potential short-term solution. Therefore, the designs below for a road diet and cycle track show sidewalks extending along the entire corridor. However, it should be noted that adding sidewalks involves more capital costs, planning, and time than re-striping the lanes within the existing curb-to-curb asphalt. Adding sidewalks would necessitate additional drainage work to accomodate rainwater runoff and snowmelt.

The version of the road diet that includes sidewalks adds a grass buffer between the sidewalk and the curb, with two 10 ft travel lanes and a 12 ft two-way center turn lane. A 5ft bike lane with 3ft buffer would run between the vehicle travel lane and curb on in each direction. The mid-block crossing at OMGC would maintain an 8ft continental style crosswalk with RRFBs.



TOP: Quick-build design includes reduced travel lanes with painted hashed buffer zones, a multi-use path in both directions of the road, and a mid-block crossing in front of Our Mother of Good Counsel.
BOTTOM: Short-term design with sidewalks, buffered bike lanes, travel lanes, and a two-way center turn lane.



Cycle Track

The cycle track option is similar to the road diet option, in that it reduces the vehicle travel lanes to one in each direction. Earlier versions of this design included a pedestrian path adjacent to the cycletrack, though the design below was reconfigured based on the assumption that the Town can construct sidewalks as part of future projects. The 10 ft cycle track would be separated from vehicle traffic by a 3ft buffer. As with the other short-term solutions, vertical delineation would enhance the separation between vehicles and bicyclists.



ABOVE: This quick-build design includes reduced travel lanes with a painted protected cycle track on the north side of the road, a multi-use path on the south side, and a mid-block crossing in front of Our Mother of Good Counsel.

BELOW: This conceptual design includes continuous sidewalks on both sides of the street, with a grass buffer between the sidewalk and curb. Similar to the quick-build design above, a two-way cycletrack runs along the northern edge of Lake Ave. The sidewalks eliminate the necessity of creating a separate pedestrian pathway, as is shown in the quick build design.



Long-Term Vision

The recommended design below would require a larger long-term capital investment (which is highly supported by Federal and State complete streets-oriented funding programs), but offers the most comprehensive approach to traffic calming and accessibility for all road users. When presented to nearby residents and business owners, this design option was the most popular. In addition to reducing vehicle travel lanes and adding pedestrian and bike infrastructure, the capital project option also adds street trees and landscaping. The designs below are conceptual, and would require additional engineering for considerations for stormwater management, which could include landscaping solutions in addition to the reconfiguration of storm drains along the ROW.

Technical Justifications

The proposed design consideration, approximately 4,000 feet, is based on the priority of safety for vulnerable road users outside of an automobile, to reduce excessive traffic speeds and to provide dedicated and protected facilities for people walking and bicyclists while providing reasonable motor vehicular flow. The selected design utilizes best practices from the National Association of City Transportation Officials (NACTO) Urban Street Guide and is illustrated below.

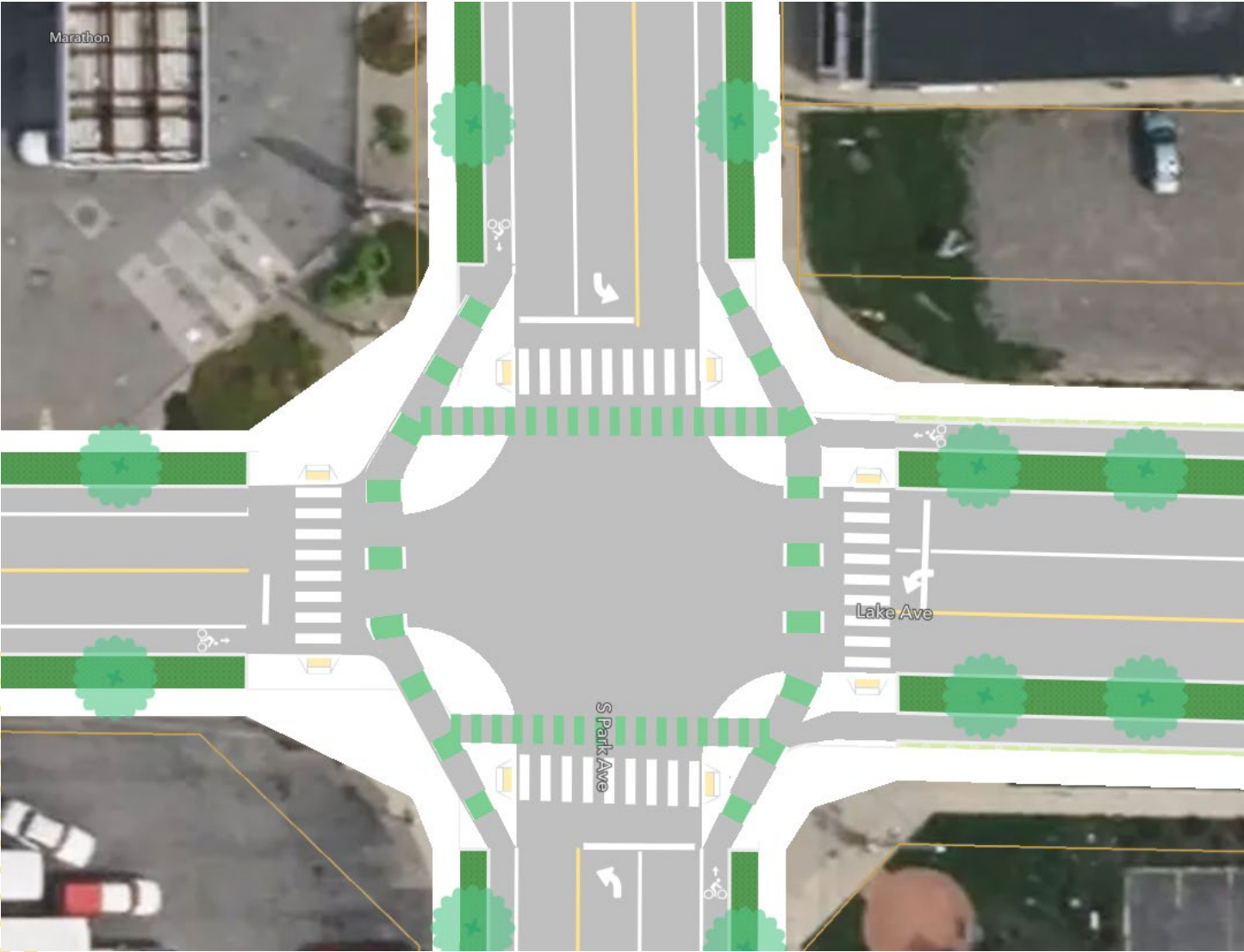


Travel lane widths would be reduced to 11 feet. The continuous TWLTL could be included; however, justification and effectiveness for their use is limited in New York. The roadway would be curbed to protect the sidewalk-level bike lane and sidewalk. Both street features of protected bikeways and sidewalks are part of Hamburg's Active Mobility Plan and this segment between South Park Avenue and McKinley Avenue are included in the GBNRTC's Bicycle Master Plan for connectivity improvements in Hamburg.

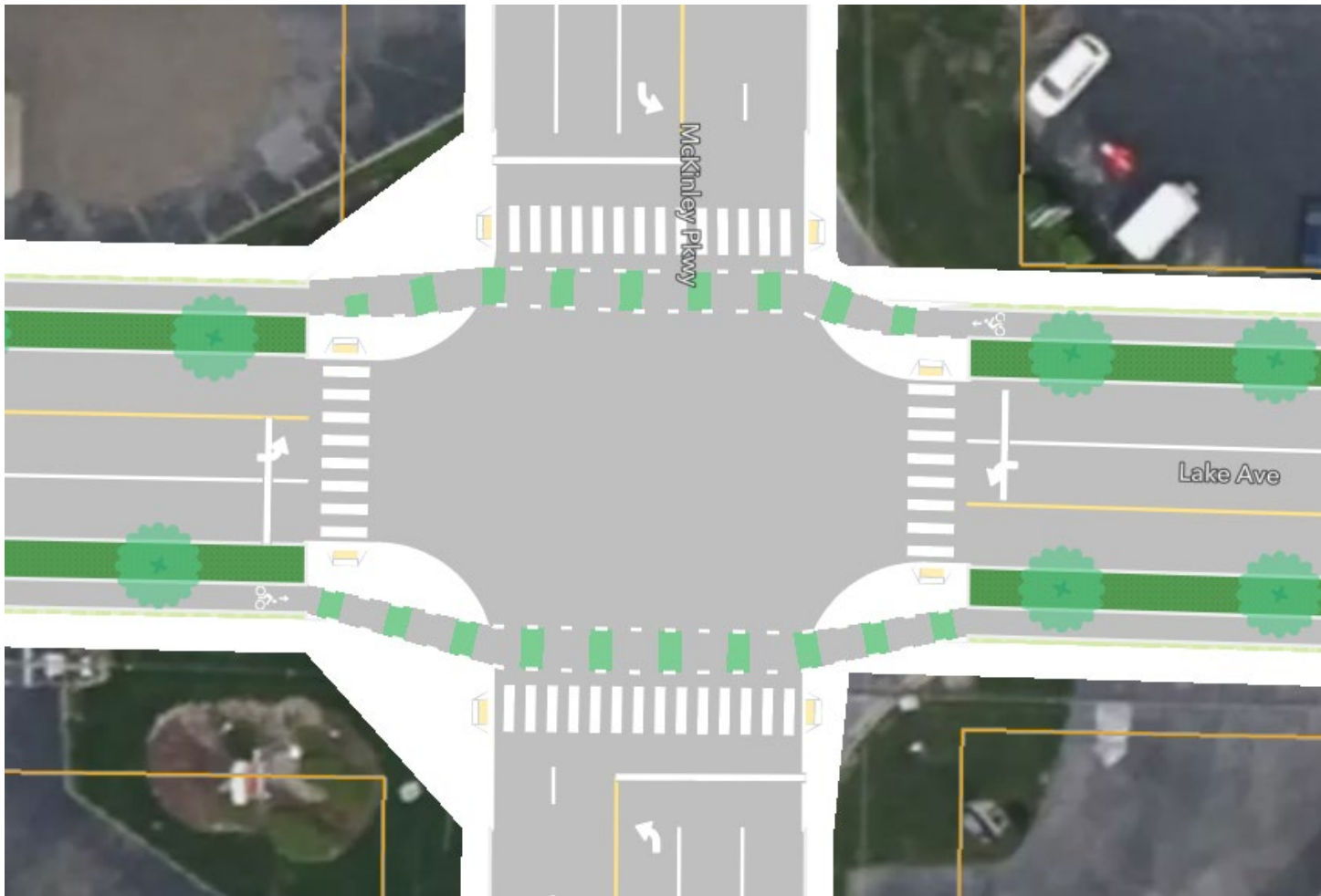


The existing land use along the street is automobile-oriented with large, mostly empty parking lots of national chain stores. The town is working towards more sustainable compact land use so providing safe facilities for people walking and biking support those desired land use patterns. Pedestrian scale LED street lighting and tree planting within the ROW should also be included to help meet NYS goals identified in the Climate Leadership and Community Protection Act.

The existing intersections of Lake Ave and South Park Ave / Lake Ave and McKinley Parkway would be redesigned to provide protected and separated facilities within the intersection and the NYSDOT is in the process of upgrading traffic signal operations, phasing, timing and detection with high resolution technology such as with Miovision traffic detection cameras, datalink real time data collection and adaptive signal timing and operation controls. The same technology is assumed to eventually be adopted and integrated within Hamburg’s traffic signal systems at Lake and McKinley Ave.



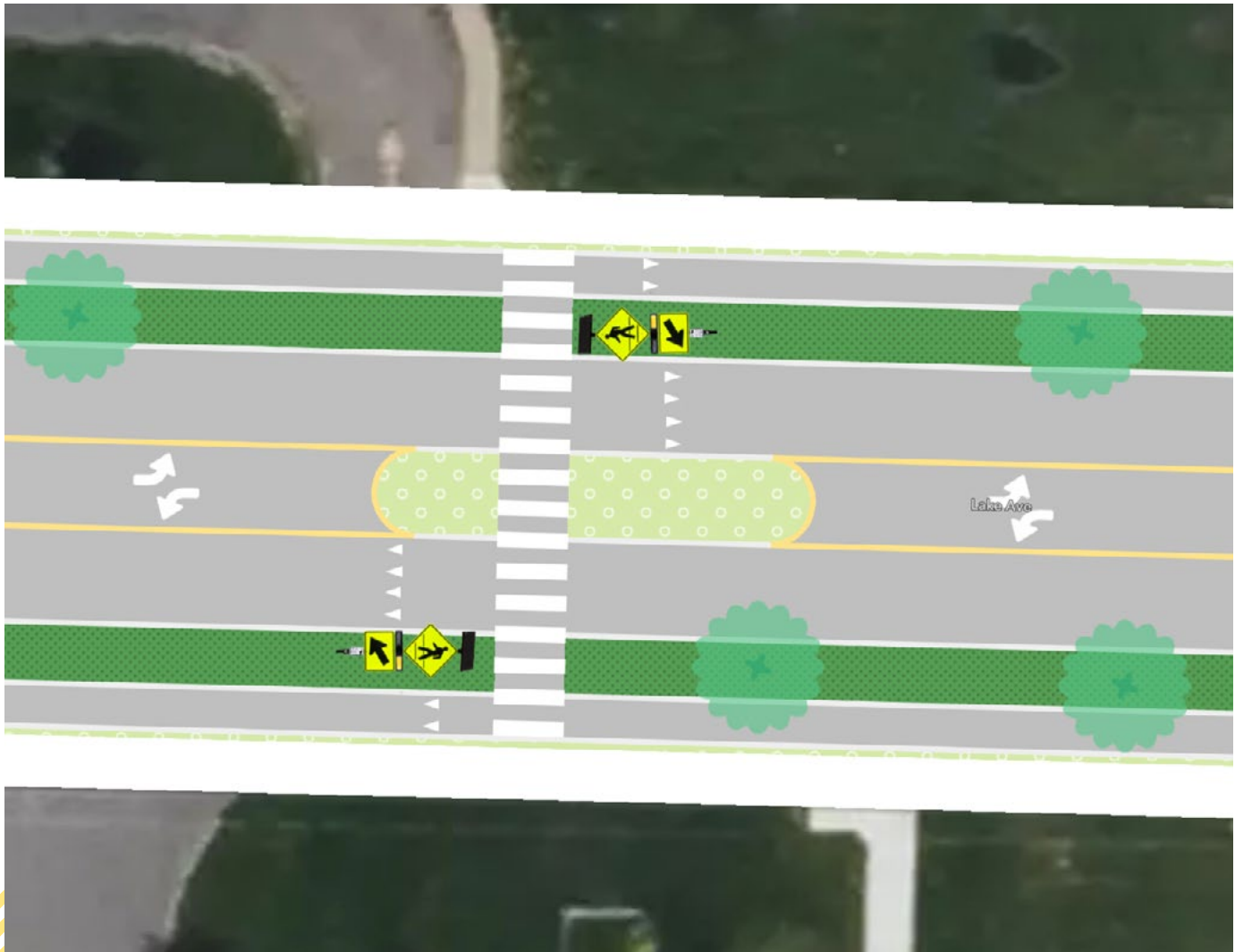
At the intersection of Lake Ave and South Park Ave, the design includes curb extensions with protected intersection bike lanes, marked bike lanes on both Lake Ave and South Park Ave, and crosswalks.



The mid-block crossing at Our Mother of Good Counsel would include a pedestrian refuge where the (TWLTL) includes Rectangular Rapid Flashing Beacons (RRFB's) to improve pedestrian safety by reducing exposure across the travel lanes. The town should also consider reducing the town-wide speed limit to 25 MPH as now permitted by NYS law. The crosswalk at this mid-block crossing could also be raised to further reduce vehicle speeds and increase pedestrian visibility.



Throughout the corridor, the green curbed buffer could include road-appropriate plantings such as native-species trees and shrubs. As part of runoff mitigation efforts, the green buffer could include landscaping and plantings used to absorb some of the rain and snowmelt from the roadway.



The proposed pedestrian crossing at Our Mother Good Counsel apartments with a raised crosswalk, pedestrian refuge island, and sidewalk-level bikeway.

Pedestrian islands are beneficial for pedestrian safety because they reduce crossing distance for pedestrians, and reduce the amount of exposure a pedestrian has to oncoming vehicles. Pedestrian refuge islands can be especially beneficial for seniors, who may have difficulty crossing the crosswalk quickly; the refuge island creates a space for seniors to take a pause in their crossing and proceed when the road is clear.

According to the [US Department of Transportation](#), pedestrian refuge islands can result in a 56% reduction in pedestrian crashes. Refuge islands are appropriate on curbed roadways where AADT is greater than 9,000, speeds are 35 mph and greater, and there is a mix of pedestrian and vehicle traffic. To enhance their efficacy, refuge islands can be supplemented with other visual elements like lighting, signage, and visible crosswalks, as shown in the image to the left. If implemented with an RRFB, timing on the RRFB should be adequate to allow users, especially senior users, adequate time to cross.



Of note, NY State offers an additional 7.5% funding assistance to communities seeking to retrofit streets in accordance with NYS Complete Streets law and for communities with recorded Complete Streets policies in place.

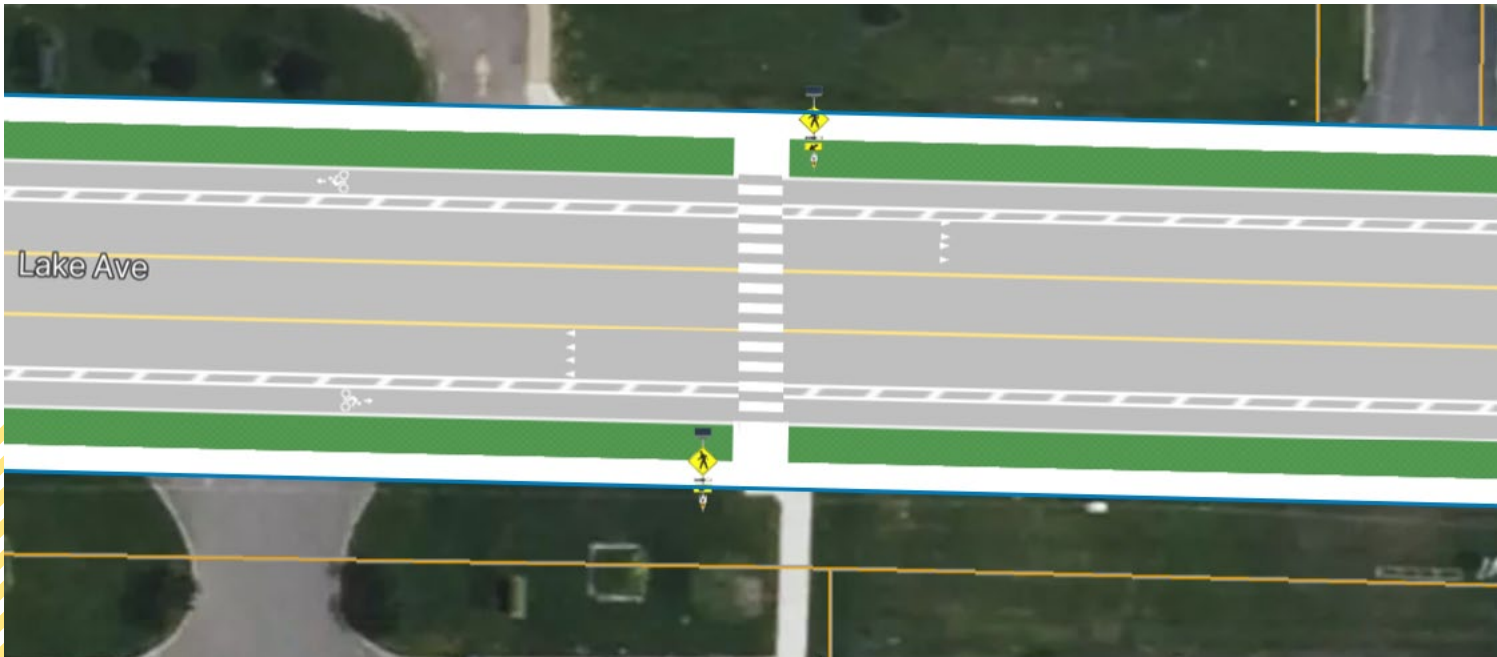
Lake Avenue, South Park Ave to McKinley Avenue					
Date	26-Nov-24				
Design Option: Sidewalk + Raised Bikeway	Protected intersections, curbing, lighting, sidewalk level bikeway. Length: 4,000 feet				
Item Group	Item	Quantity	Unit	Unit Cost	Item Total
1. Intersection Signal Enhancements	South Park and Lake Ave	1	LS	\$ 50,000	\$ 50,000
1. Intersection Signal Enhancements	South Park and McKinley Ave	1	LS	\$ 75,000	\$ 75,000
2. Intersection Conversions Total					\$ 125,000
2. Drainage	Planted bioswales	6,000	LF	\$ 60	\$ 360,000
2. Drainage	Curb outlets	30	EA	\$ 1,000	\$ 30,000
2. Drainage Total					\$ 390,000
3. Fencing, Furnishings & Signage	LED Street lighting	55	EA	\$ 2,500	\$ 137,500
3. Fencing, Furnishings & Signage	Tree Plantings	112	EA	\$ 500	\$ 56,000
3. Fencing, Furnishings & Signage	Signage allowance	10	LM	\$ 1,600	\$ 16,000
3. Fencing, Furnishings & Signage	Site furniture allowance	5	LM	\$ 5,000	\$ 25,000
3. Fencing, Furnishings & Signage Total					\$ 234,500
4. Roadway Crossings	RRFB Crossing	2	EA	\$ 35,000	\$ 70,000
4. Roadway Crossings	Median Island	1	EA	\$ 11,000	\$ 11,000
4. Roadway Crossings	Marked Crosswalk	15	EA	\$ 3,600	\$ 54,000
4. Roadway Crossings Total					\$ 135,000
5. On-Road Segments	Curbing	8,000	LF	\$ 30	\$ 240,000
5. On-Road Segments	Pavement milling, resurfacing, markings	15,000	SY	\$ 50	\$ 750,000
5. On-Road Segments	Pavement replacement	1,000	SY	\$ 100	\$ 100,000
5. On-Road Segments	Landscape Restoration	9,000	SY	\$ 10	\$ 90,000
5. On-Road Segments	Sidewalk	3,000	SF	\$ 20	\$ 60,000
5. On-Road Segments	Separated Bikeway (directional)/[Cycle Track]	8,000	LF	\$ 20	\$ 160,000
5. On-Road Segments	Sidewalk with 1' separator strip	56,000	SF	\$ 25	\$ 1,400,000
5. On-Road Segments Total					\$ 2,800,000
Sub Total Construction Costs					\$ 3,684,500
8. Misc. Construction Costs	Minor items 10% of Construction Cost			10%	\$ 368,450
8. Misc. Construction Costs	Work zone traffic control 3% of Construction Cost			3%	\$ 110,535
Misc. Construction Costs Total					\$ 478,985
Construction Total					\$ 4,163,485
	Field change order 5% of Construction Cost			5%	\$ 208,174
	Mobilization 3% of Construction Cost			3%	\$ 124,905
	ROW acquisition		Acres	\$ 40,000	
Project Total					\$ 4,496,564
	Engineering and survey 15% of Construction Total			15%	\$ 624,523
	General contingency 25% of Construction Total			25%	\$ 1,040,871
	Construction Admin/Inspection 20% of Construction Total			20%	\$ 832,697
Updated Project Total					\$ 6,994,655

Although the Town will have our recommendations, reshaping the corridor according to the community's vision will require political will and a paradigm shift in the County's approach to street design. The design of Lake Avenue is determined by Erie County DPW policies in accordance with applicable laws and regulations, and practices to minimize maintenance and waste. During this planning process, the County DPW Commissioner, when speaking to a media representative about the fatal crashes with pedestrians from Our Mother of Good Counsel, described Lake Avenue as a "functional roadway". Community advocates should continue to communicate their desires with Erie County, and talk to their elected officials at the County level about their concerns and the importance of the adoption and implementation of an Erie County Complete Streets Policy.

Should the Town of Hamburg wish to pursue low-cost, immediate changes to Lake Avenue, the Town must submit plans to the Erie County DPW for approval and re-striping for the next available contract. Any changes to Lake Avenue's street design will require a full Professional Engineer's traffic study and report, to demonstrate justifications for adjustments. To develop the long-term vision for Lake Avenue, the Town will need to secure funding and continue to develop the designs and engineering in coordination with Erie County.

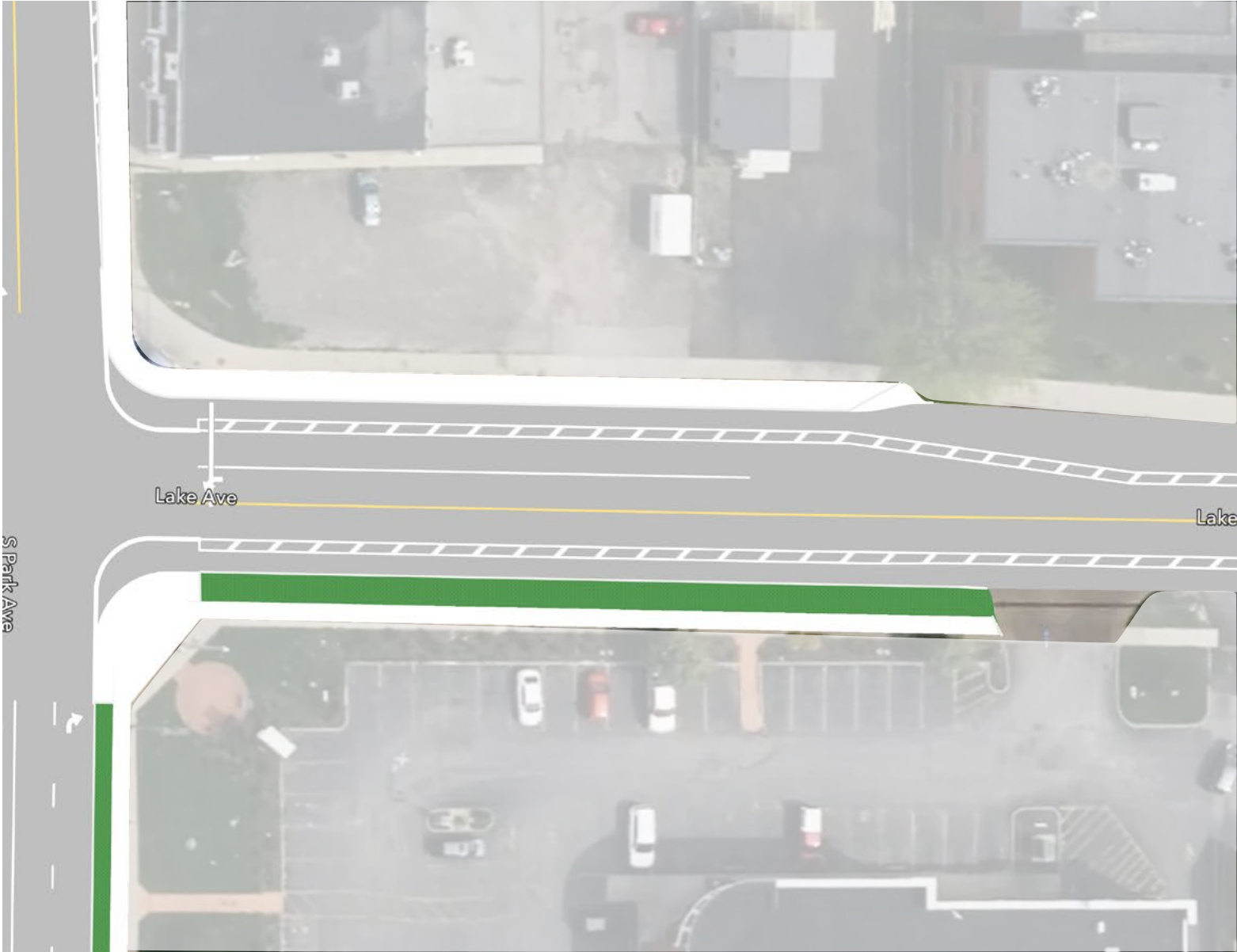


Short Term - Road Diet with Sidewalks



Our Mother of Good Counsel Crossing

Quick Build - Road Diet

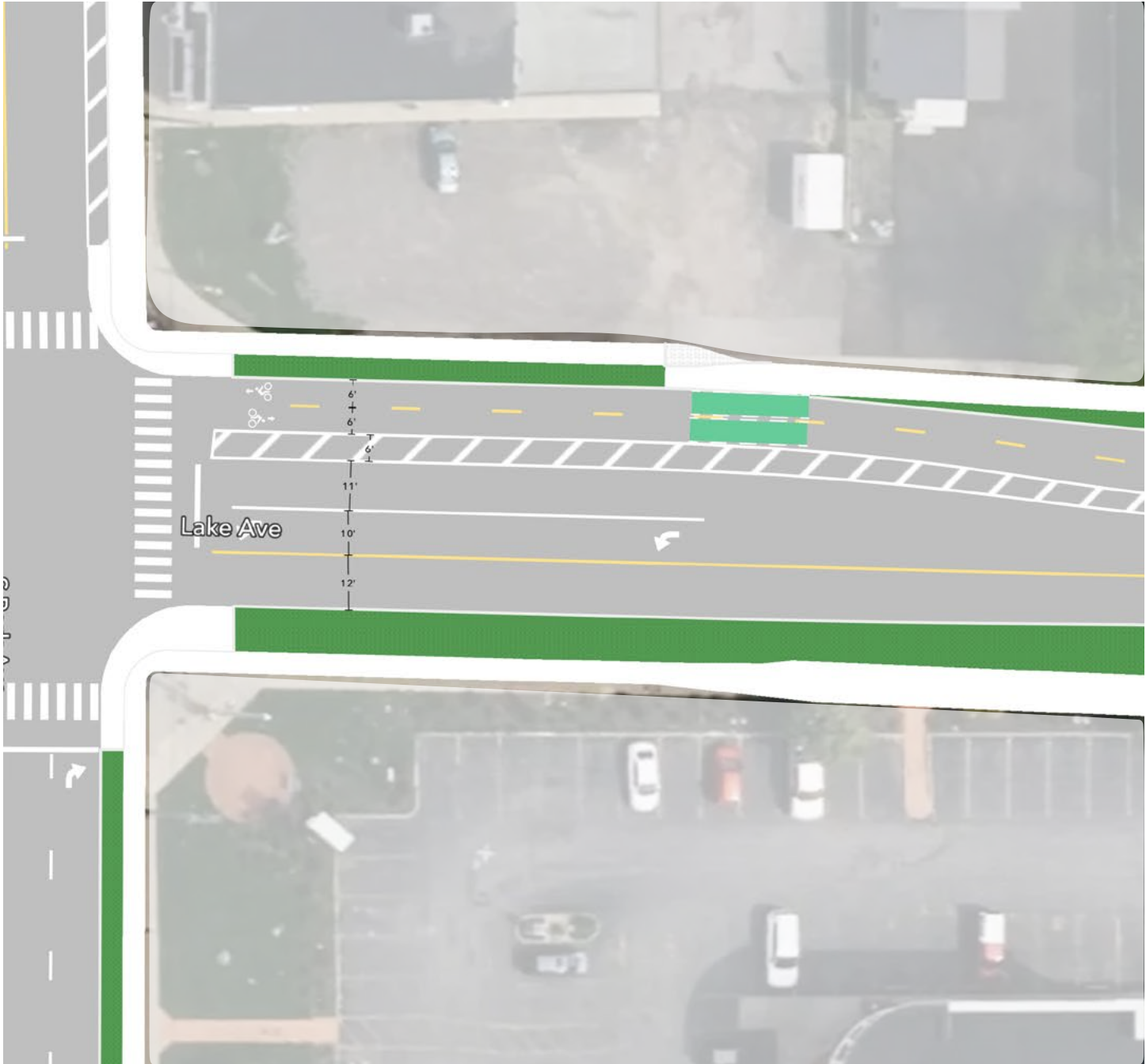


Lake Ave and South Park

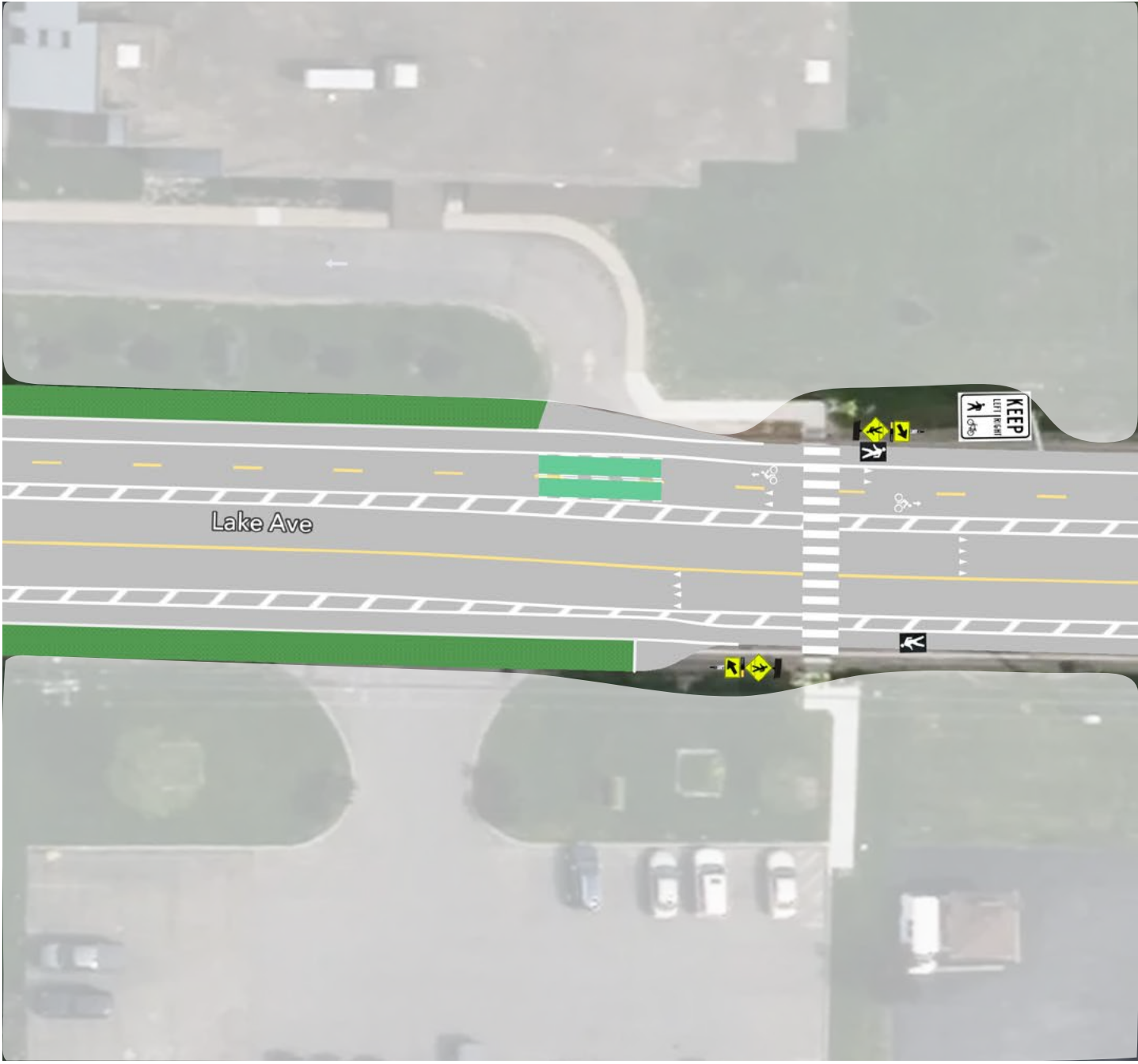


Our Mother of Good Counsel Apartments Crossing

Quick Build - Two-Way Cycle Track, North Side of Lake Ave



Lake Ave and South Park

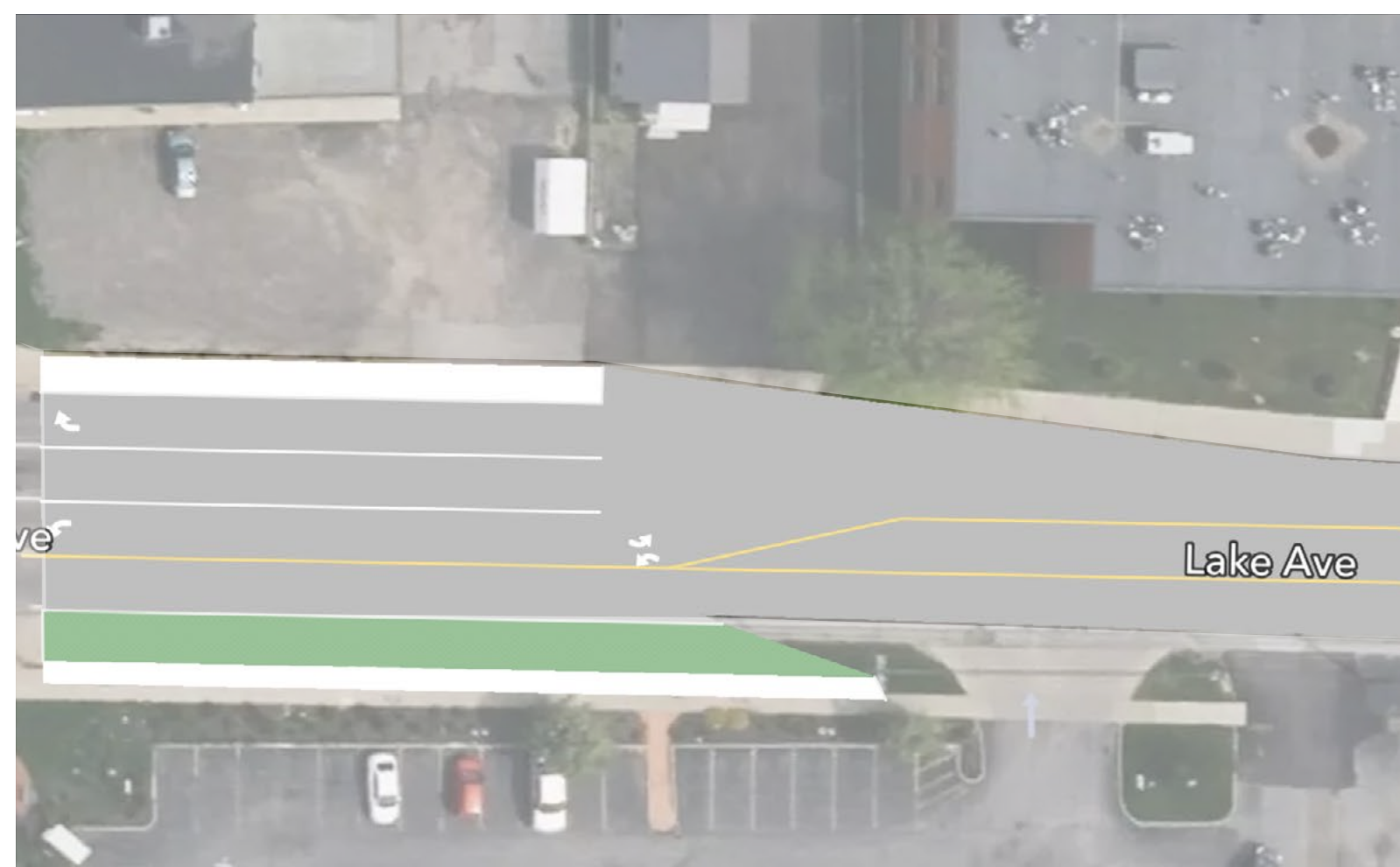


Our Mother of Good Counsel Apartments Crossing

Short Term - Two-Way Cycle Track, North Side of Lake Ave with Sidewalks

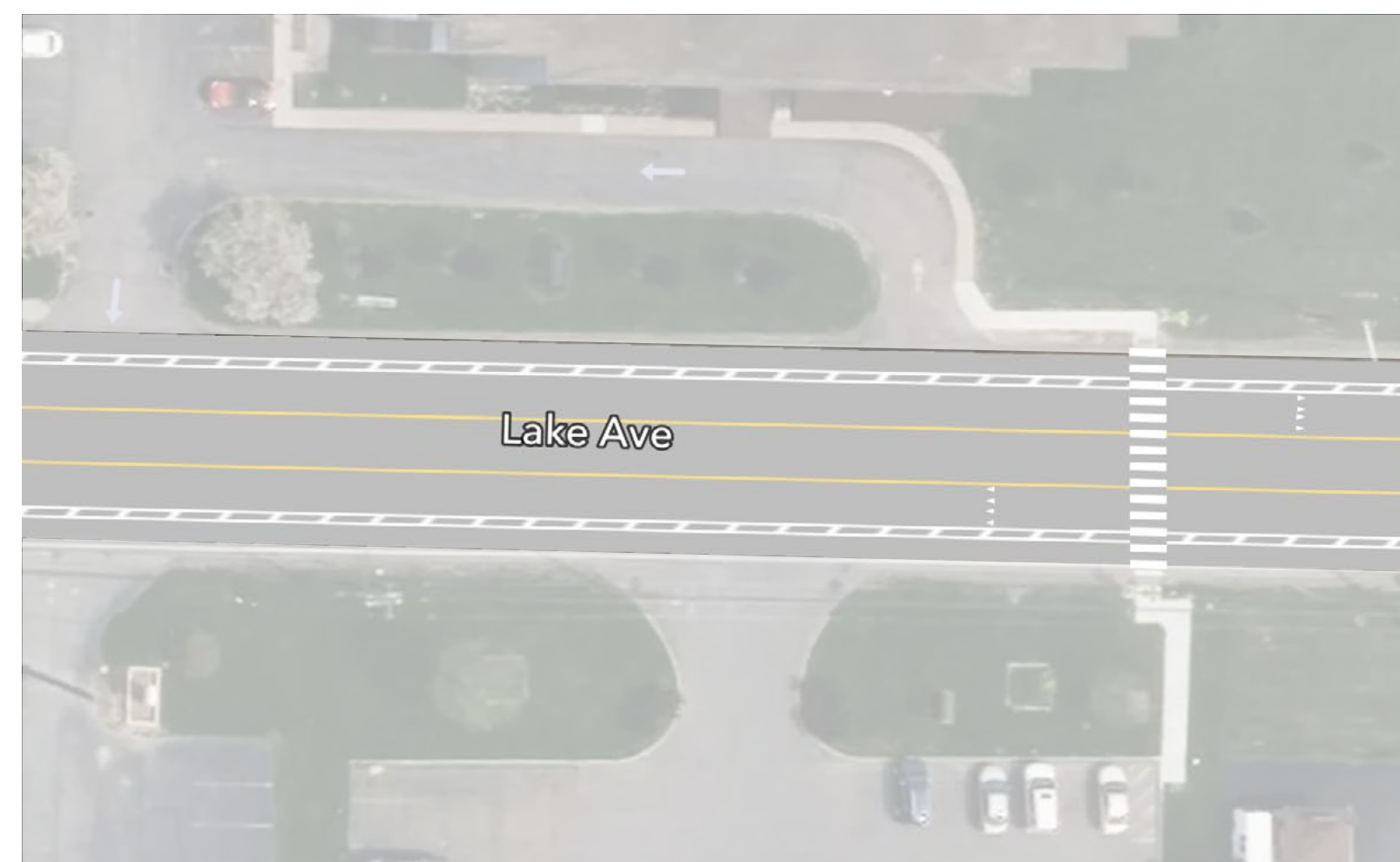


Quick Build - Buffered pedestrian/bike pathway w/ center turn lane



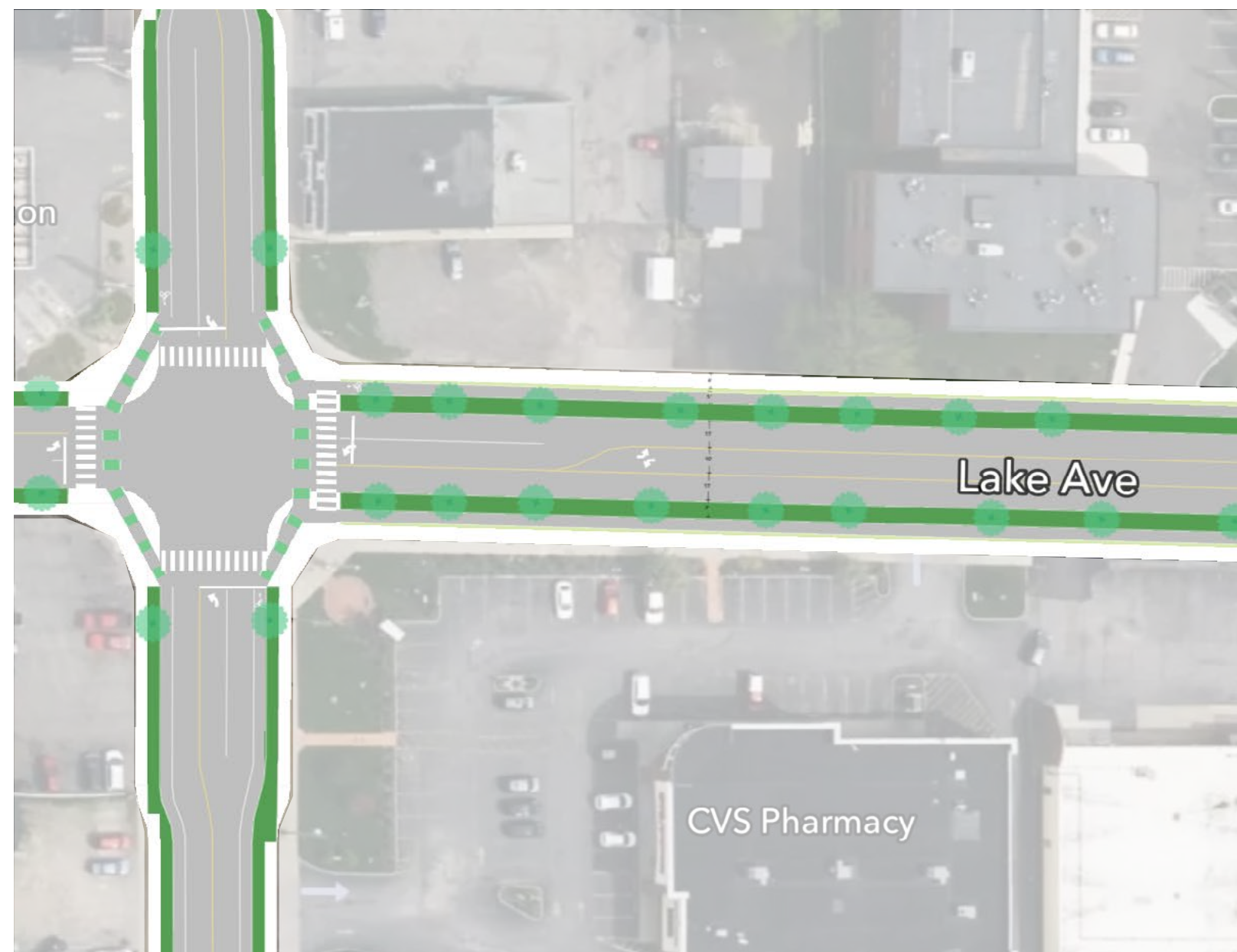
Lake Ave and South Park

Note: this design was created as an option for public feedback during the outreach meeting. Based on community preferences for other designs, this option was not included in the recommendations section of the report, but included here because it was part of the engagement process.

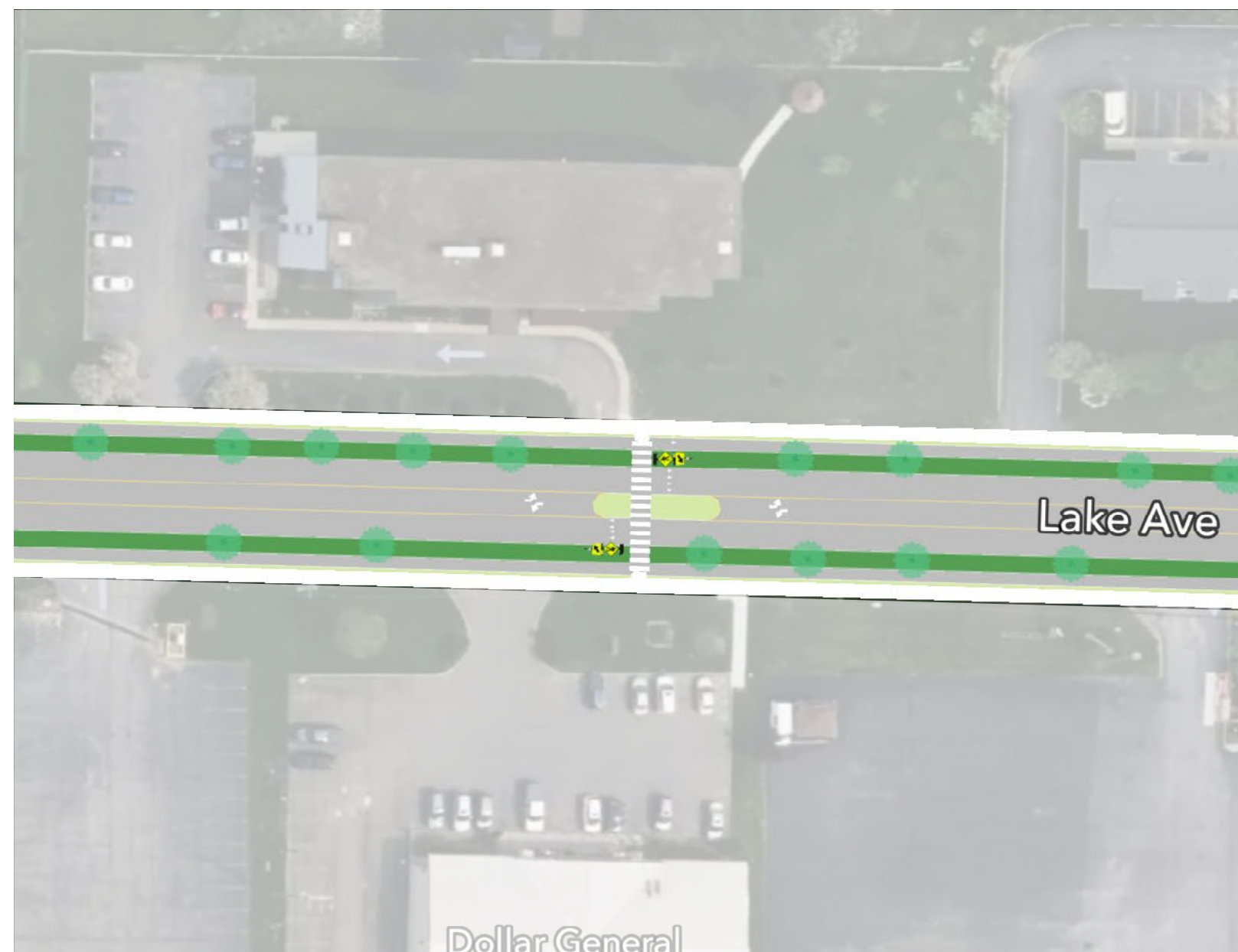


Our Mother of Good Counsel Apartments Crossing

Long Term Vision - Sidewalk-level bikeway w/ center turn lane



Lake Ave and South Park



Our Mother of Good Counsel Apartments Crossing

Other Ways to Work with Us

GObike promotes active mobility options, trails and greenways, and complete streets in Western New York. We connect and empower communities through advocacy, education, planning, and engagement.

Additional information regarding our programs and services can be found online at gobikebuffalo.org.

