



Old Post Road Traffic Study

Presented to
Board of Trustees

Date
January 28, 2026

akrf



AGENDA

- Study Area
 - Existing Transportation Conditions
 - Traffic volumes
 - Speeds
 - Deficiencies
 - Proposed Improvements
 - New crosswalks
 - New curb extensions
 - New curb ramps
 - New striping
- 

STUDY AREA

Old Post Road

- Hunter Place / Lounsbury Road Intersection
- Michaels Lane Intersection



EXISTING TRANSPORTATION CONDITIONS

- 25 MPH two-lane roadway with a sidewalk on east-side
- Traffic and speed data collected in September 2025 for 24 hours per day for 7 continuous days
 - Average daily traffic 1,900 vehicles (low volume road)
 - 94 percent of vehicles traveled at or below 25 mph
 - 99 percent of vehicles traveled at or below 30 mph
- No crashes reported per NYSDOT CLEAR system since 2009
- Hunter Place/Lounsbury Road pedestrian crossings
 - 29 pedestrians during AM peak period (7 AM – 9 AM)
 - 21 pedestrians during AM peak period (4 PM –6 PM)
 - Majority of crossings occurred on the east leg (Lounsbury Road) and the north leg (Old Post Road) of the intersection
- Michaels Lane pedestrian crossings
 - 7 pedestrians during AM peak period (7 AM – 9 AM)
 - 9 pedestrians during AM peak period (4 PM –6 PM)
 - Majority of crossings occurred on the south leg (Old Post Road) of the intersection

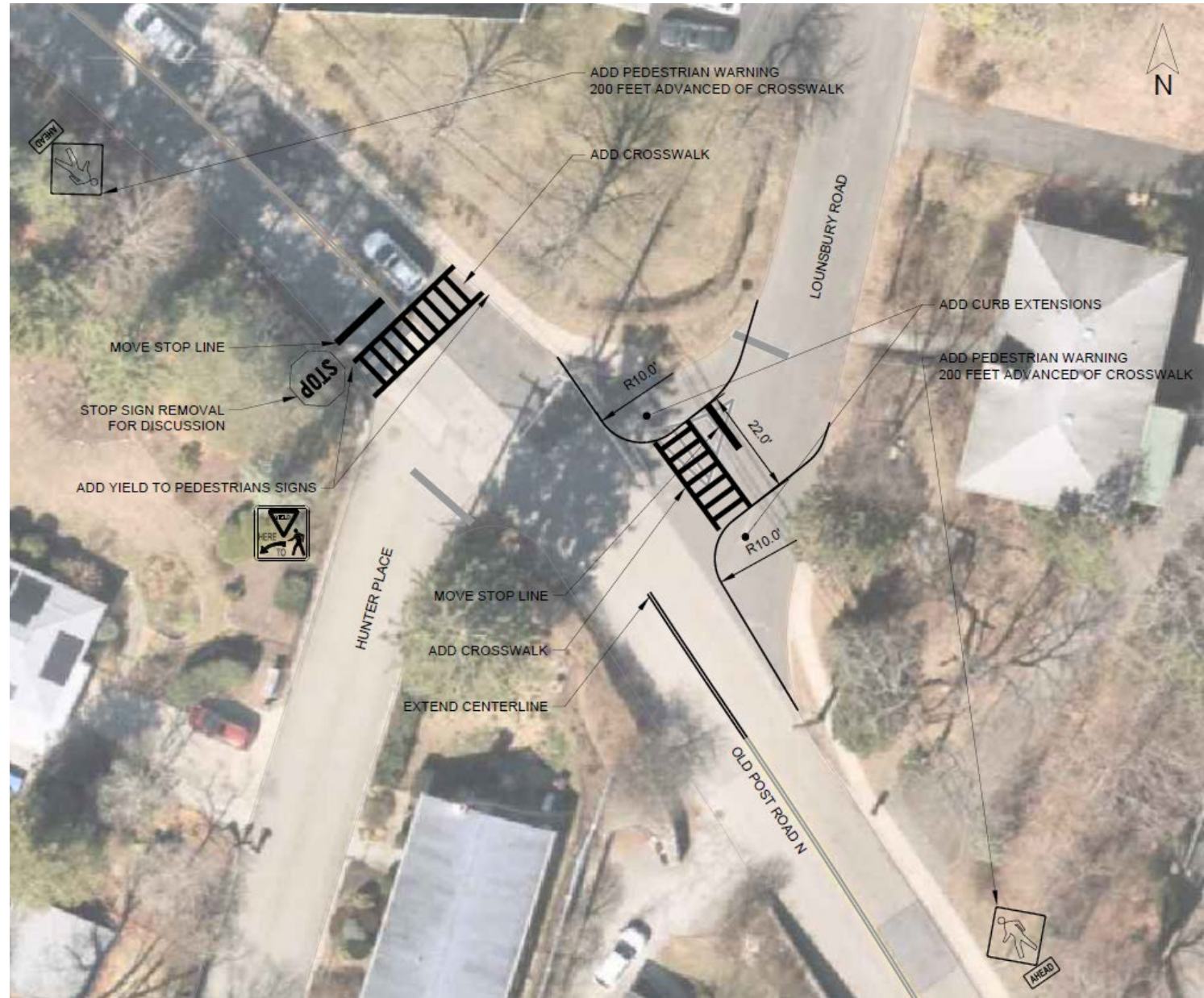
HUNTER PLACE/LOUNSBURY ROAD DEFICIENCIES

- No crosswalks
- Long pedestrian crossing on Lounsbury Road
 - Lounsbury Road is 22 feet wide but at the pedestrian crossing widens to 58 feet
- Lounsbury Road STOP bar set back
 - Poor sight distance
- Large turn radii
 - Accommodates high speed turns



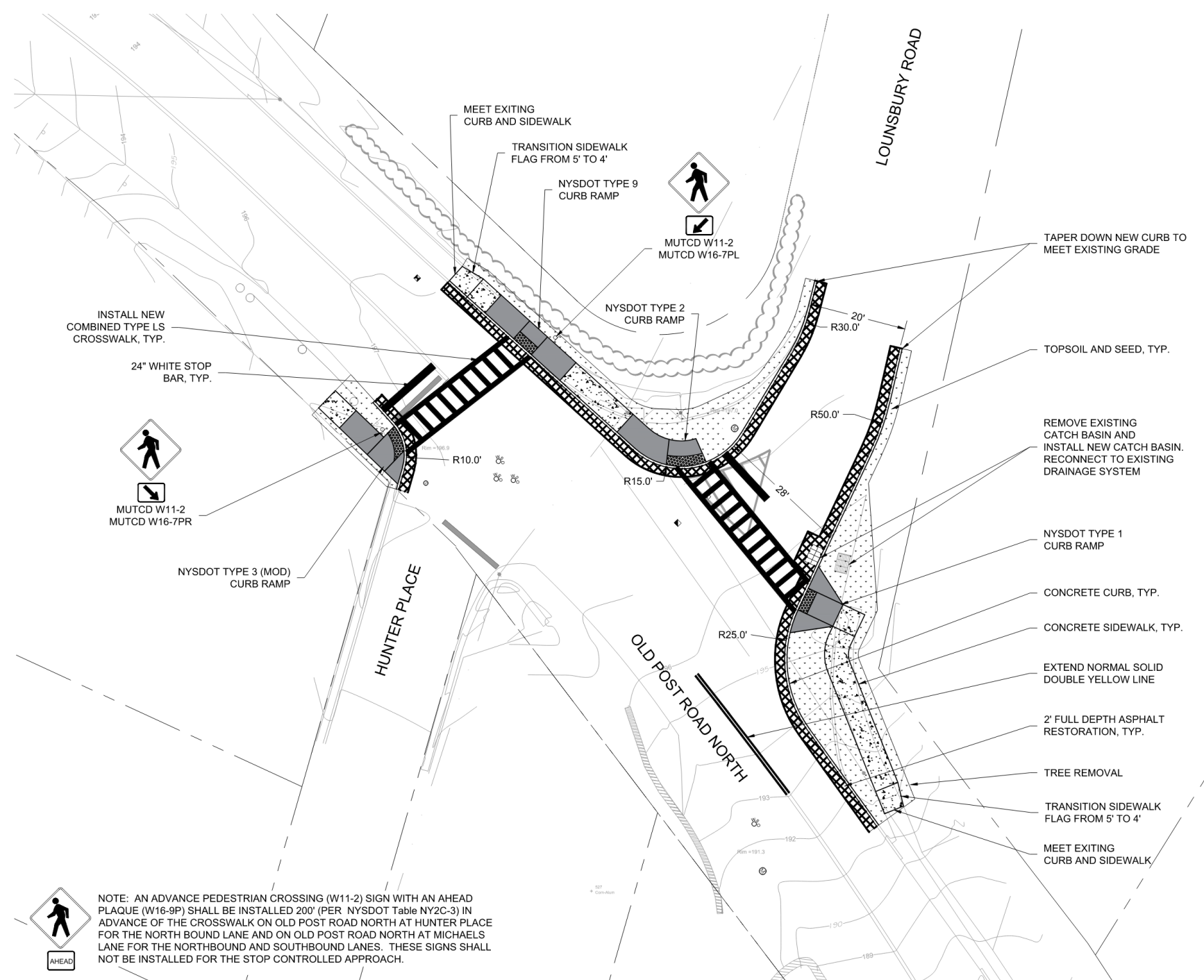
HUNTERS LANE/LOUNSBURY ROAD PROPOSED IMPROVEMENTS

- Two new crosswalks
- Curb extensions on Lounsbury Road
 - Shorter pedestrian crossing distance
 - Slower vehicle turning speeds
 - Relocated STOP bars for improved sight distance
- Pedestrian warning signage
- STOP sign on Old Post Road to remain



HUNTERS LANE/ LOUNSBURY ROAD 15% DESIGN

- Lounsbury Road crosswalk reduced to 30'
- ADA compliant ramps and sidewalk
- Vehicle swept path analysis performed
 - 65 Passenger Conventional School Bus
 - Aerial Fire Truck
 - Corner radius adjusted accordingly
- Pedestrian warning signage on northbound approach to Hunter Place
 - Advanced pedestrian crossing 200' south of crosswalk
- Relocated STOP bar improves sight distance
 - Tree removal recommended



HUNTERS LANE/LOUNSBURY ROAD INTERSECTION SIGHT DISTANCE

- From AASHTO A Policy on Geometric Design of Highways and Streets, using a 37 mph 85th percentile speed
 - 272' sight stopping distance on level roadways
 - **412' intersection sight distance - Case B-1, left turn from minor road**
 - 355' intersection sight distance - Case B-2, right turn from minor road
 - 355' intersection sight distance - Case B-3, crossing maneuver
- Vertex of departure sight triangle on the minor road is 14.5 ft from the edge of the major road traveled way



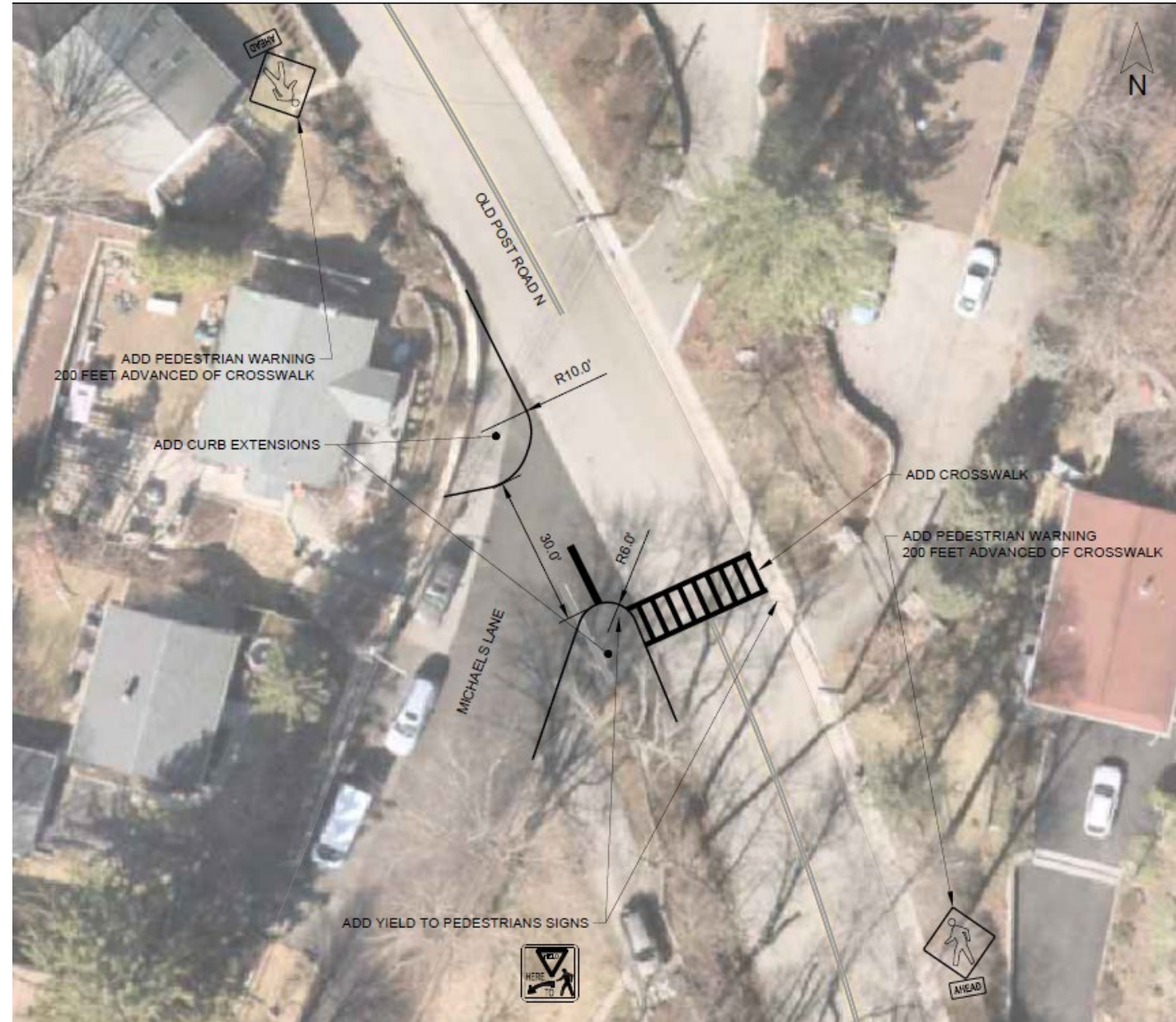
MICHAELS LANE DEFICIENCIES

- No crosswalks
- Michaels Lane STOP bar set back
 - Poor sight distance
 - Compounded with vegetation obstructions
- Large turn radii
 - Accommodates high speed turns



MICHAELS LANE PROPOSED IMPROVEMENTS

- New crosswalk
- Curb extensions on Michaels Lane
 - Improved sight distance
 - Slower vehicle turning speeds
 - Pedestrian landing area
- Pedestrian warning signage
- Maintain parking at 1 Michaels Lane



MICHAELS LANE PROPOSED IMPROVEMENTS – RETAINING WALL CONSIDERATION

- Curb extensions on Michaels Lane
 - Painted
 - Lower profile
 - Drainage considerations



THANK YOU!