

Forest Home Improvement Association
Top-Level Priorities for Infrastructure Improvements

May 22, 2025

OVERVIEW

FH is an historic community that is dealing with traffic volumes and speeds that are incompatible with its historic nature as well as the safety of both residents and commuters, including cyclists and pedestrians.

We seek to lower vehicle speeds; to decrease traffic volumes if possible; to improve safety for all users; and to improve the streetscape aesthetic, making it consistent with the historic nature of the community and the park-like environment of our neighbors Cornell University and its adjacent Cornell Botanic Gardens.

PRIORITIES FOR ROAD AND OTHER INFRASTRUCTURE IMPROVEMENTS

Our top priorities:

1. **Safer intersections**
2. **Improved street design**
3. **Upgraded pedestrian side paths**
4. **Safer bicycle access**

Note: Details for items below are discussed in greater detail in the 2007 Traffic Calming Plan, Appendix VIII, except those labeled “NEW”.

Please see the accompanying map, which is keyed to priority items listed below.

High Priority Item #1: Re-engineer major intersections to slow traffic and improve safety for all users

General

Forest Home residents seek to collaborate with the Town, County, Cornell, and consultant to improve safety for all users at the following intersections.

This might include, but is not limited to the following:

- Narrow the pavement in intersections, where possible
- Maintain sufficient turning radii for firetrucks, buses, plows, etc.
- Keep or install granite curbing and cobbled shoulders
- NEW: Consider raised, zebra-striped pedestrian crosswalks at intersections.
- NEW: Consider blinking crosswalk lights and/or signs to alert approaching motorists and cyclists.
- NEW: Consider diverters and chicanes for traffic calming, and/or restricted turns to control traffic patterns.

Priority Intersections

- **P1-1 Forest Home Drive/Pleasant Grove Road Intersection.** A high-volume intersection with conflicting vehicle movements. Its wide pavement is unsafe for pedestrian crossings, and its long-standing vehicle stacking lane was inadvertently omitted during a recent intersection upgrade.
 - **P1-2 Forest Home Drive/Warren Road Intersection.** A dangerous curve at the bottom of Warren Rd leading to this intersection could be re-engineered for safer vehicle approaches and stops, especially in winter, and pedestrian crossing safety year-round.
 - **P1-3 Forest Home Drive/Judd Falls Road Intersection.** This high-volume intersection is hazardous for pedestrians, bicycles, and vehicles.
 - **P1-4 Forest Home Drive Caldwell Road Intersection.** This intersection could be re-engineered to reduce through traffic and improve pedestrian crossing safety.
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High Priority Item #2: Slow traffic, decrease traffic volume if possible to improve pedestrian and cyclist safety and to improve the streetscape aesthetics.

General

Modify street design for traffic calming and aesthetics, create an adequate buffer between pedestrians and traffic, and consider modifications to current traffic patterns. Other general concepts might include the following:

- Streets generally follow existing alignments and are paved 18 ft wide,
- Streets are banded by cobbled shoulders, typically 18 in wide, including: at intersections, where a side path is adjacent to the road, or where significant amounts of water run in the shoulder.
- Shoulder width is reduced to 12 in where space is at a premium.
- Streets are generally uncurbed except for granite curbs at entrances and intersections, and where necessary to direct the flow of surface runoff water, or to protect pedestrian side paths.
- NEW: Reengineering speed bumps for 15 mph maximum speed
- NEW: Consider raised, zebra-striped crosswalks at pedestrian crossings
- NEW: Add “Share the Road” signs at the gateway entrances
- NEW: Paint bicycle icons (“sharrows”) on road pavement

Priority Street Improvements:

- **P2-1 Judd Falls Road/Arboretum Road (Jug Handle) to Forest Home Drive Intersection:**
 - Replace the two existing speed bumps between the intersection with McIntyre Place and Forest Home Drive with true speed tables, as originally recommended in 2007
 - NEW: Consider narrowing this stretch of pavement, from 21.5 ft (current width) to 20 ft, by shifting the curb on the west side of Judd Falls Road 1.5 ft to the east.
 - NEW: Redesign street with 18 ft of pavement and 12 in of cobbled shoulders on both sides, maintaining 20 ft code-compliant width.
 - NEW: Use the 1.5 ft of width gained to create space for a side path with a buffer along the west side of the road.

- **P2-2 Forest Home Drive/Judd Falls Road to Pleasant Grove Road.** This short stretch of road is inadequate and unsafe, given the high pedestrian and cyclist traffic.
 - Replace smooth concrete curb and gutter with cobbled shoulder and granite curbing
 - Establish buffer between cars and pedestrians.
 - Adjust the approach to the bridge in both directions, to better accommodate and delineate stacking areas for vehicles waiting to cross.

- **P2-3 Forest Home Drive/Pleasant Grove Road to Warren Road:**
 - Realign the short section of Forest Home Drive between Pleasant Grove Road and Warren Road by shifting this stretch of the road towards the Forest Home Park,
 - Create a path [with buffer where possible] along the northeast side of road.
 - NEW: Consider two mid-block speed tables on Forest Home Drive: one at the mailboxes for 200 and 206 FHD, and another at 214 FHD.
 - NEW: Consider raised crosswalk for safer access from the side path on the northeast side of the road to the Forest Home Park (in addition to the above speed tables or in place of one of them).

- **P2-4 Forest Home Drive/Warren Road to Caldwell Road:**
 - NEW: Add a raised crosswalk at the stop sign by 222 to the Forest Home Chapel parking lot

- **P2-5 At each of the six (6) gateway entrance features:**
 - Replace the current speed bumps with true speed tables, as originally recommended in the 2007 Plan.

High Priority Item #3: Add new and upgrade existing side paths for increased pedestrian comfort and safety

General:

- Side paths typically are 4 ft wide
- Surfaced with stone dust, over gravel base, have appearance consistent with the nearby paths in the Cornell Botanic Gardens.

- Establish connections with county-wide trail networks wherever possible

Priority Side Paths

- **P3-1 Judd Falls Road/Arboretum Road (Jug Handle) to Forest Home Drive**

Intersection:

- Maintain a 4 ft side path from Cornell boundary, continuing on west side of road to the intersection with Forest Home Drive
- NEW: Create a buffer strip between the road and path.
- NEW: Create space for this buffer by shifting the west curb of Judd Falls Road from its current location 1.5 ft to the east (described above), and/or by shifting the path slightly away from road but within the ROW.
- NEW: Consider new traffic patterns, such as a one-way system, where a portion of the present roadway is available for pedestrians and cyclists and available for emergency vehicle use when necessary.

- **P3-2 Forest Home Drive/Judd Falls Road to Pleasant Grove Road:**

- Upgrade existing gravel side path along north side of Forest Home Drive
- NEW: Consider shifting side path further into existing ROW, as needed, to make room for a buffer between path and road

- **P3-3 Forest Home Drive/Pleasant Grove Road to Warren Road:**

- Construct 4 ft wide gravel side path on northeast side of Forest Home Drive, in place of existing shoulder, informal walkway and concrete sidewalk that currently serve this segment of road.
- Locate side path within the bounds of existing road and shoulder until driveway for 216 Forest Home Drive (utilizing the space made available by narrowing and shifting the road), at which point new side path will align with existing walkway.
- NEW: Consider shifting side path further into existing ROW, as needed, to make more room than originally planned for a buffer between path and road

- **P3-4 Forest Home Drive/Warren Road to Upstream Bridge:**

- NEW: Provide 4 ft wide side path in front of Parsonage and Chapel (222 Forest Home Drive), utilizing current alignment and concrete surface

