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*Final Report*

# Hudson Avenue Pedestrian Safety Improvements

Prepared for:

**Adirondack | Glens Falls Transportation Council**

11 South Street, Suite 203  
Glens Falls, New York 12801

And

**City of Glens Falls**

42 Ridge Street  
Glens Falls NY 12801

Revision 2  
August 2024

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City of Glens Falls  
42 Ridge Street  
Glens Falls NY 12801

Prepared by

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## 1.0 INTRODUCTION

A/GFTC and the City of Glens Falls initiated the Hudson Avenue Pedestrian Safety Improvement Plan to study pedestrian infrastructure and safety at the Hudson Ave./South St. intersection and on School St. Both locations are in close proximity to the Village Green apartments, Big Cross Street School, U.S. Post Office, Glens Falls Hospital, on and off-street parking areas, and the multi-use building development at 14 Hudson Ave. These locations all generate and promote pedestrian use through the project area and along the existing sidewalk system which in turn, are increasing the volume of pedestrians travelling through the two study area locations. The catalyst for the project were safety concerns that have been brought to the City's attention including parents from Village Green expressing difficulty crossing Hudson Ave. at the South St. intersection when walking their children to school, and by the Glens Falls Hospital reporting that patrons of the Surgical Specialists of Glens Falls Hospital at 14 Hudson Ave. are crossing School St mid-block. This study includes observations of traffic and pedestrian movement through the study areas, engineering assessments including sight distance analysis, inventory of all existing transportation infrastructure, and prioritized recommendations to address any improvement needs that are identified. The study is being administered through the A/GFTC Transportation Planning and Engineering Assistance Program.

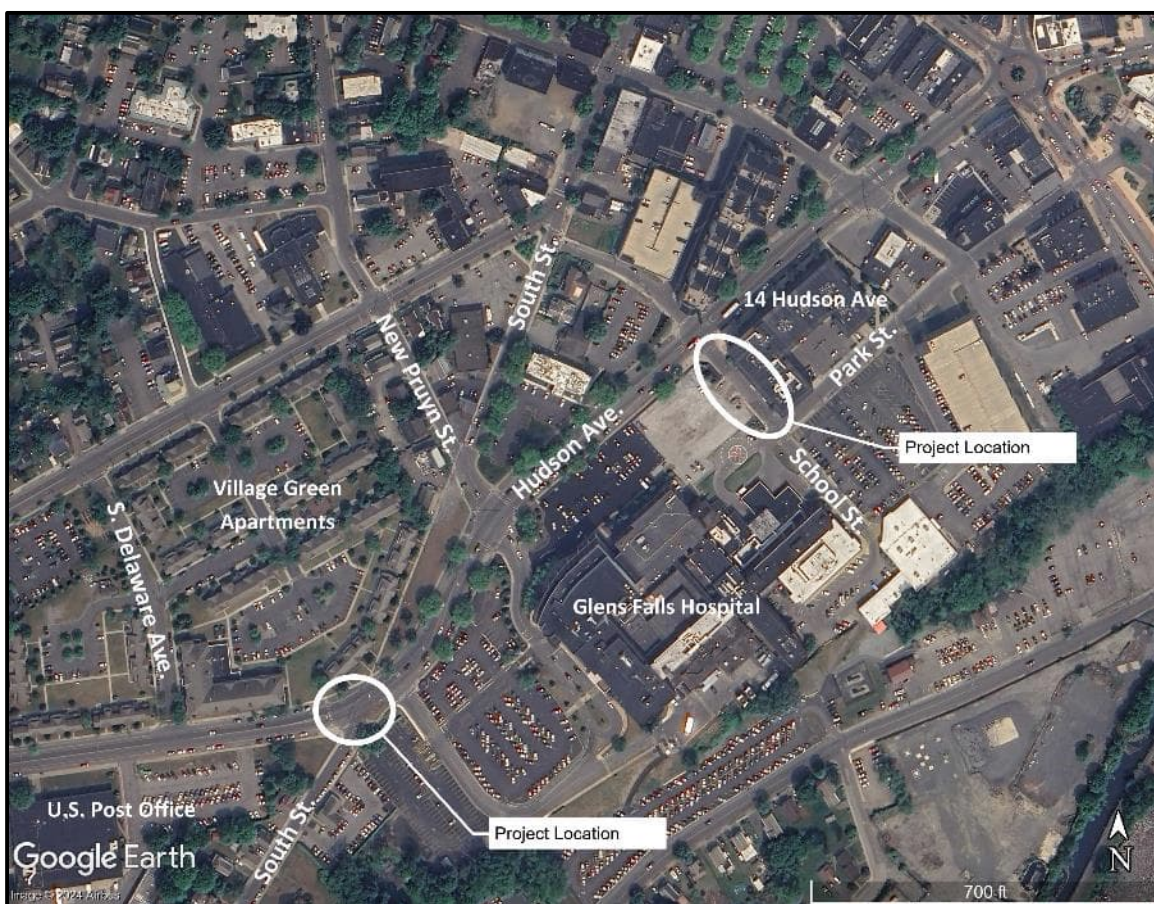


Figure 1-1: Project Location Map.



## 2.0 INVENTORY OF EXISTING CONDITIONS

Site visits of the project areas were conducted on November 8, 2023 and February 23, 2024 to inventory and document the project area conditions. The inventory included documentation of the existing signage, striping, pavement and travel lane widths, objects that may restrict sight distance, and existing pedestrian features. Additionally, video cameras were deployed for one 48-hour, weekday period from November 8, 2023 to November 10, 2023 at both locations to identify pedestrian and traffic patterns, safety concerns, vehicular conflicts, and/or any confusion that was observed when pedestrians (including students) were accessing the intersection.

### 2.1. Hudson Ave./South St. Intersection

This is a three-way intersection with stop control on the minor leg (South St.) and uncontrolled on Hudson Ave. Both roadways are included in the City-wide 30 mph speed limit as well as owned and maintained by the City. South St. intersects Hudson Ave. on a horizontal curve at a skew, with a sharp turn at the northern end of South St. to become nearly perpendicular with Hudson Ave. Surrounding land uses consist of the Village Green apartment complex to the north, a Post Office to the southwest of the intersection, and the Glens Falls Hospital to the east. South St. is classified as a Local Urban Minor Arterial with an Average Annual Daily Traffic (AADT) 2,766 vehicles per day (vpd), includes a curb-to-curb width of 28 ft., and sidewalks on both sides. Parking is permitted on the east side of the roadway, however, is prohibited by signage and pavement markings within 50 ft. of the intersection.



Figure 2-1: South St. & Hudson Ave. Project



Figure 2-2: Looking South on South St.



Figure 2-3: Hudson Ave./South St. Int.

Hudson Ave. is classified as an NHS Urban Principal Arterial with an AADT of 10,767 vpd and consists of two 11 ft. travel lanes, two 5 ft. bike lanes, an 11 ft. turn lane for vehicles turning left onto South St, and sidewalks on both sides. The pavement markings within the vicinity of the intersection are in fair condition but do exhibit wear especially within the vehicle travel lanes. Parking on Hudson Ave. is prohibited within the vicinity of the intersection and the pavement width narrows similar to a pedestrian “bump-out” to reduce the pedestrian crossing distance to approximately 42 ft. across Hudson Ave., located on the west side of the intersection with South St. The crossing distance across South St. is approximately 48 ft. Pedestrian warning signs are installed at the crosswalk on the right hand side of the roadway approaching either marked crosswalk. However, the signs do not include the diagonal downward pointing arrow as required by the 2009 MUTCD. The intersection is located approximately 1/2 mile from the Big Cross Street School and provides the most direct route from the Village Green apartments to the school.



Figure 2-4: Crosswalk crossing Hudson Ave at the intersection with South St.



Figure 2-5: Horizontal curve on Hudson Ave looking east



Figure 2-7: Pedestrian warning sign installed on the east approach to the Crosswalk



Figure 2-6: West approach to the Crosswalk on Hudson Ave.



The sight distance for westbound traveling vehicles to the crosswalk is limited by trees planted within the snow storage area between the curb and sidewalk on the inside of the horizontal curve on Hudson Ave. The measured stopping sight distance to the crosswalk for vehicles traveling west is 200 ft. which is below the minimum standard of 250 ft. for a design speed of 35 mph (posted speed limit plus 5 mph) in accordance with Exhibit 2-4a of the New York State Department of Transportation (NYSDOT) Highway Design Manual (HDM).

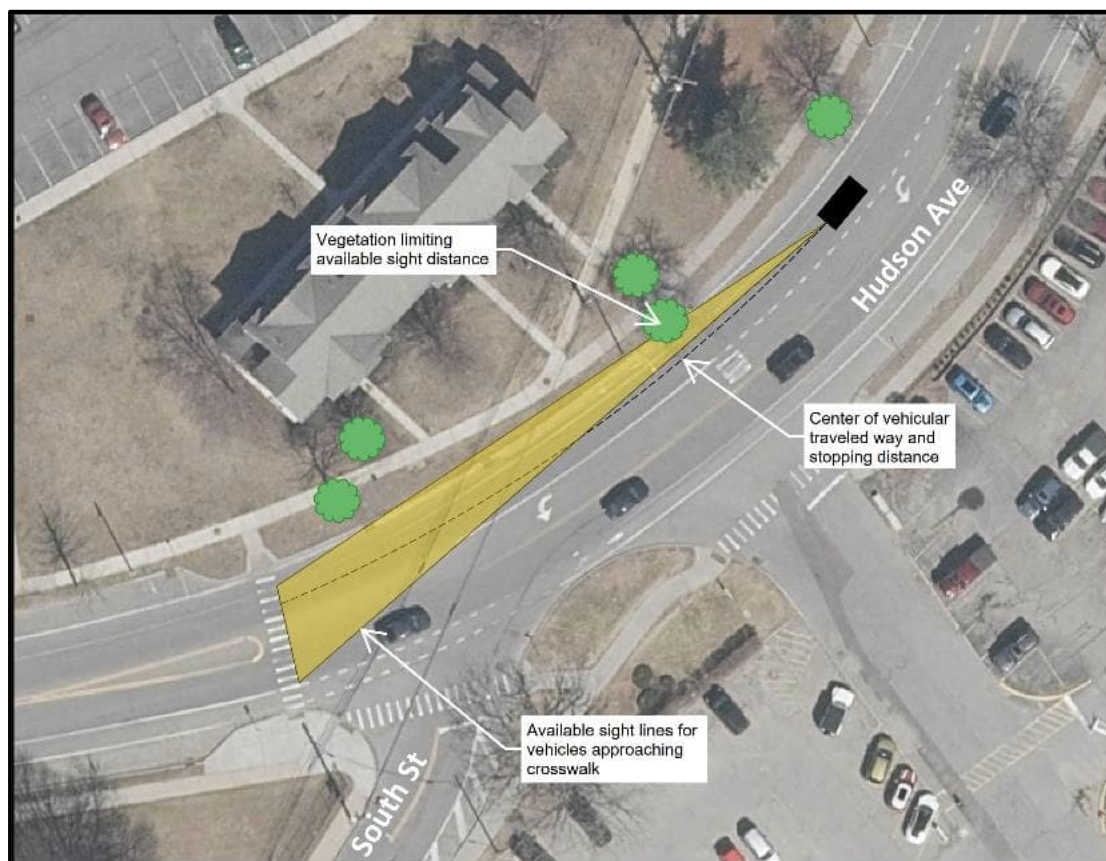


Figure 2-8: Available Sight Distance Figure

Crash data was obtained from the NYSDOT CLEAR website for the intersection from August 31, 2018, to August 31, 2023 to assess the safety of the intersection from a pedestrian perspective. Over this timeframe, no pedestrian/vehicular incidents or crashes associated with the crosswalk were reported. Overall, 9 vehicle/vehicle crashes were reported at this intersection and included various types of crashes such as sideswiping parked cars and rear-end incidents.



2.2. School St.

This section of School St. included in the study area is a short city block between Hudson Ave. (to the north) and Park St. (to the south) Within this block is the entrance to the Surgical Specialists of Glens Falls Hospital (14 Hudson Ave.) and the entrance to a large parking lot that services this building and the Glens Falls Hospital. The Hudson Ave.



Figure 2-9: School St. Project Location Map.

intersection is a 4-way intersection with stop

control on the southern leg of School St. The northern leg of School St. is one-way controlled with traffic traveling to the north. Hudson Ave. is uncontrolled and consists of marked crosswalks across all four legs. However, no pedestrian warning signs are present on Hudson Ave. The intersection of School St. and Park St. is stop controlled on all but the west leg of the intersection, which serves as access to the Emergency Room drop off area and parking lot access for Glens Falls Hospital. The southern leg of School St. provides access to another parking area for the hospital and adjacent buildings. Crosswalks are present across both legs of School St.



Figure 2-10: Crosswalk crossing School St. at the intersection with Park St.



Figure 2-11: Crosswalk crossing School St. at the intersection with Hudson Ave.

School St. is classified as an Urban Local Road that is owned and maintained by the City with a curb-to-curb width of 28 ft., and sidewalks on both sides. An additional 10 ft. of pavement surface is provided in front of the entrance to the Surgical Specialists of Glens Falls Hospital for patient drop-off and pick-up. Traffic volumes on School St. are not available on the NYSDOT Traffic Data Viewer, however it is assumed to be low based on our site observations and review of the video footage. Pedestrian activity between the parking lot and this building entrance is high during working hours. There are currently no markings or signs consistent with a mid-block crossing here, although on School Street at the entrance to the Hospital parking lot, the wayfinding sign directs vehicles to park in the Hospital parking lot for the Surgical Specialists. Also, the sidewalks on either side of the parking lot entrance have a curb ramp and detectable warning units, giving the impression that this is a crossing location. Currently, to legally cross this street, pedestrians should utilize the sidewalks to walk to either the Park St. or Hudson Ave. sidewalk ramps and use the existing crosswalks at these intersections.



Figure 2-12: Crosswalk crossing School St. at the intersection with Park St.



Figure 2-13: Patron of the Surgical Specialists crossing mid-block on School St.



Figure 2-14: Signage directing pedestrians to the sidewalks adjacent to the parking lot driveway.



3.0 SITE ASSESSMENT AND OBSERVATIONS

3.1. Hudson Ave./South St. Intersection

1. Hudson Ave. at the intersection with South St. is situated on a curve. This curved alignment creates poor sightlines for pedestrians crossing Hudson Ave. and drivers turning onto Hudson Ave. There were two observed instances of left-turning trucks from South St. accelerating in front of opposing left turning vehicles onto South St.



Figure 3-1: Left Turn Conflicts

2. The curve on Hudson Ave. also creates a shallow angle of approach to the intersection when travelling westbound. A regularly occurring issue was with vehicles making wide left turns onto South St. at excessive speeds and crossing through the opposing travel lanes. This is a safety concern since it could result in a head-on collision with vehicles or a collision with a pedestrian in the crosswalk who is not expecting a vehicle to make this maneuver.



Figure 3-2: Hudson Ave. wide left turn movements

3. Although most pedestrians crossed the intersection at the marked crosswalk, there were also instances where pedestrians crossed diagonally across Hudson Ave. This could be a safety concern since many of these crossings occurred at night, especially with an inattentive driver or pedestrian.



Figure 3-3: Pedestrian crossing outside the crosswalk

4. The lighting at the intersection is not focused on the crosswalks, especially on the southern half of the crosswalk. See Figure 3-3 above.
5. Some vehicles did stop and wait for pedestrians to cross the intersection, which is required by NYS Law when a pedestrian is within a marked crosswalk but is not always observed. These vehicles often had to stop abruptly, especially when traveling westbound, to let the pedestrians cross the roadway.



Figure 3-4: Car stopped to let pedestrians cross

6. The majority of the foot traffic through the intersection appears to be from employees of the hospital. Individuals are parking on Hudson Street and walking through the intersection towards the hospital in the morning and back to their parked cars in the evening.



7. There was a high volume of bicycle and other micromobility (E-bikes and scooters) traffic through the intersection during the observation period. Bicyclists often utilize the sidewalks, sidewalk ramps, and crosswalks to travel through the intersection. Although bicycles on sidewalks are not encouraged, most of these bicyclists may not be comfortable riding in the bike lanes on the road with vehicles.
8. Several instances were observed where vehicles on Hudson Ave did not stop when pedestrians were standing at the curb ramp waiting to cross. Vehicles typically only stopped when a pedestrian was already within the crosswalk in the roadway.
9. During the observation period, GGFT buses were observed travelling eastbound on Hudson Ave. approximately every two hours during peak periods. The GGFT schedule could not be verified since CDTA took over bus service between data collection and processing, though the bus route is now the 407, which matched with the bus timings. It was observed that the bus stop at South St. was not used.

### 3.2. School St.

1. On School St., most pedestrians were observed to cross mid-block from the parking lot to the Surgical Specialists of Glens Falls Hospital. Many crossers are assumed to be patients, with a significant majority of users in strollers, wheelchairs, and walkers.



Figure 3-5: Wheelchair user conducting a mid-block crossing

2. It was noted that pedestrian crossings were approximately bunched into 15-minute intervals during the hospital open hours, indicating that most pedestrians were patients, or employees of the hospital. Pedestrian mid-crossings outside of the hospital open hours were sparse.
3. A significant amount of traffic on School St. were ambulances, due to the emergency entrance for the main hospital situated behind this crossing. This could be a safety concern when an ambulance must pass while pedestrians are crossing.

4.0 CONCEPT ALTERNATIVES

4.1. Standards

The proposed design layouts and recommendations are based on the following standards:

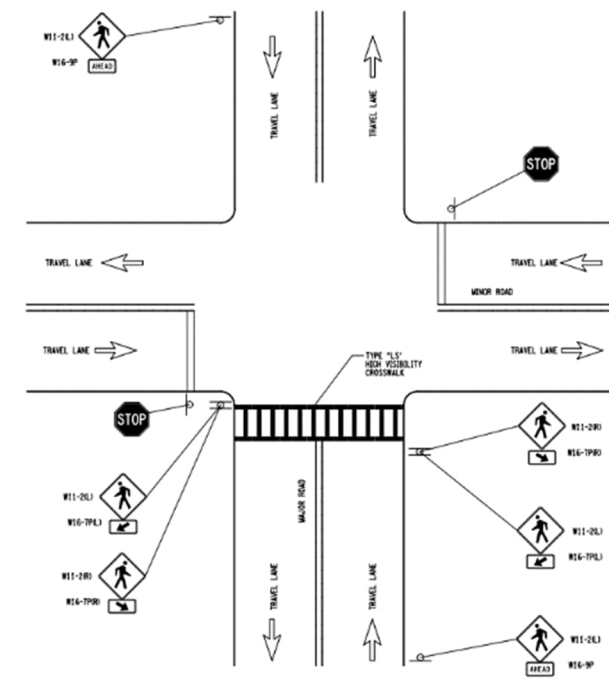
- NYSDOT Highway Design Manual (HDM),
- AASHTO Policy on Geometric Design of Highways and Streets 7<sup>th</sup> ed., 2018,
- FHWA Manual on Uniform Traffic Control Devices (MUTCD), 2009,
- NYS Supplement to the MUTCD,
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide

4.2. Hudson Ave./South St. Intersection

4.2.1. Existing Intersection Control to Remain:

4.2.1.1 Install fluorescent yellow-green advanced pedestrian warning signs

As a minimum treatment, advanced pedestrian crossing signage should be installed on Hudson Ave. in accordance with Figure 4-1. The warning signs have the option to be yellow or fluorescent yellow-green. Fluorescent yellow-green is recommended for greater visibility and should include the retroreflective signpost strip to increase awareness to motorists. Pedestrian signs with the downward diagonal pointing arrow should be installed on both sides of the road at each approach to the crosswalk, and the pedestrian signs with “ahead” plaque below should be installed in advance of the crosswalk



Source: Pexco

Source: NYSDOT TSMI 17-07 PSAP Countermeasure Details

Figure 4-1: Sign plan for Uncontrolled Crosswalks at Intersections

Cost to Implement = \$ 250 Ea. Post (4 posts) + \$ 250 Ea. Sign (6 signs) = \$2,500

In addition to the advanced pedestrian warning signs on the side of the roadway, an R1-6 sign, "State Law Yield to Pedestrians Within Crosswalk" sign should be installed to the west of the crosswalk in the median of Hudson Ave. The use of this sign within the roadway has been proven to increase driver compliance with state crosswalk laws. This sign should also have the fluorescent yellow-green background.

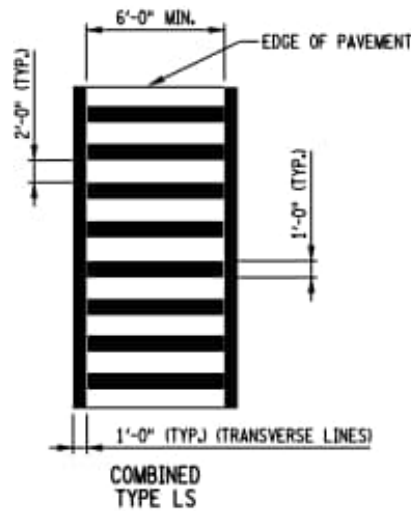


Cost to Implement = \$500 Each Sign and Base

Source: MUTCD  
Figure 4-2:  
R1-6 Sign

4.2.1.2 Install High-Visibility Crosswalks

To increase awareness of the crosswalk, high-visibility crosswalks should be installed on Hudson Ave. to alert motorists of the potential for pedestrian activity at this location. The crosswalk should be "NYSDOT Type LS" that includes parallel stripes and ladder bars to enhance visibility. The pavement markings should be Epoxy paint with glass beads for retro-reflectivity or retro-reflective thermoplastic pavement markings. It is suggested that the South Street crossing is upgraded to the Type LS crosswalk as well.



Source: NYSDOT

Figure 4-3: High Visibility Crosswalk Striping

Cost to Implement = \$5,000

4.2.1.3 Improve Sight Distance

Remove the trees between the curb and the sidewalk within 250 ft. of the westbound approach to the intersection. Currently, the trees between the curb and the sidewalk on the curve restrict the stopping sight distance of vehicles approaching the intersection and potentially cause a hazardous condition for pedestrians utilizing the crosswalk, or waiting to cross Hudson Ave.



Source: Google Street View

Figure 4-4: Restricted Sight Distance on Hudson Ave. approaching South St. from the east



Figure 4-5: Recommended Tree Removals to Improve Sight Distance

Cost to Implement = \$ 6,000



#### 4.2.1.4 Improve Lighting

Install a new light pole on the southwest corner of the intersection to illuminate the southern side of the Hudson Ave. crosswalk, sidewalk ramp, and any pedestrians for vehicles approaching from the intersection. The existing light pole on the north side of the intersection currently illuminates the northern half of the crosswalk and should remain in operation.

Cost to Implement = \$ 15,000 per pole

#### 4.2.1.5 Install Rectangular Rapid Flashing Beacons (RRFB)

RRFB's consist of a rapid high intensity flashing yellow beacon mounted to a standard pedestrian warning sign installed just at a crosswalk of an uncontrolled approach to an intersection. The beacons are activated when a pedestrian pushes a button to cross the roadway. The installation of these are relatively low cost and have been proven to be highly effective at improving the yield rate of motorists at marked crosswalks. RRFB's can be solar powered or can be hard-wired into the electric grid to provide electrical power. In this installation scenario, two beacon assemblies would be installed, one on the north side, and one on the south side of Hudson Ave. The pedestrian warning signs and flashing beacons would be installed on both sides of the posts to provide two warning signs and flashing beacon assemblies for each approach to the crosswalk. Advanced pedestrian warning signs should also be installed as noted in section 4.2.1.1 on the sign plan for uncontrolled crosswalks.



Source: B&L Project Photo

Figure 4-6: Typical RRFB Installation at an Intersection

Cost to Implement = \$ 12,500 per pole x 2 poles = \$ 25,000

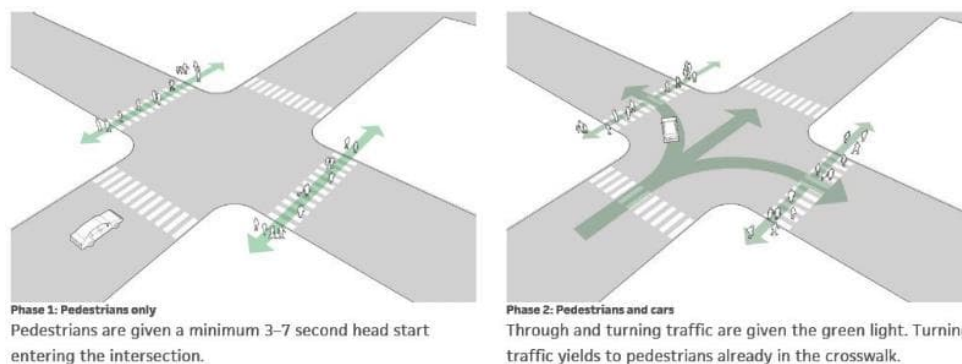
Cost to Implement all 4.2.1 Existing Intersection Control Improvements = \$ 54,000

## 4.2.2. Change the Intersection Control

### 4.2.2.1 Design and Install a new Traffic Signal System

Install a new traffic signal at the intersection that will meet all of the current standards and technology requirements. A new traffic signal would include the highest level of both vehicular and pedestrian safety improvements to the intersection. A signal warrant analysis would need to be performed prior to progressing the installation of a traffic signal and a traffic study should be performed to assess the need to coordinate the new signal with existing signals at Murray St. and New Pruyn St.

A new traffic signal controller will also allow for a Leading Pedestrian Interval (LPI) to be programmed. A LPI is typically a 3-7 second head start for pedestrians when entering an intersection with a corresponding green signal in the same direction of travel. LPI's are recommended at intersections where high vehicular turning volumes come into conflict with higher volumes of crossing pedestrians during their shared phase of the signal cycle. Coupled with the Yield to Pedestrian sign, these two items would increase driver awareness of pedestrians at this intersection.



Source: National Association of Transportation Officials

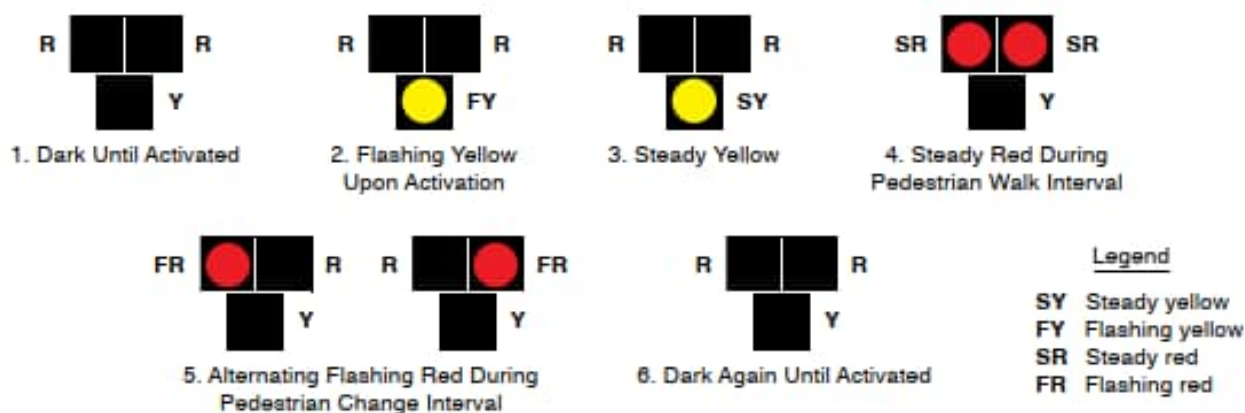
Figure 4-7: LPI Phasing Diagram

Cost to Implement = \$ 250,000\*

\*Includes Design and Construction Costs

4.2.2.2 Install a High intensity Activated Crosswalk (HAWK) Signal.

If traffic signal warrants do not indicate that a full traffic signal is appropriate at this intersection, the MUTCD states that a HAWK signal may be installed to facilitate pedestrian crossings instead. A HAWK signal will have a similar effect as a traffic signal would by stopping vehicular traffic when activated by a pedestrian. Outside of the time the signal is activated, the signal heads will be dark allowing vehicles to travel through the intersection as they do now. Upon activation by a pedestrian, the stop sequence begins with flashing yellow beacons and ending as a solid red beacon for approaching vehicles and a walk symbol for pedestrians. See the figure below for the complete sequence of operations for a HAWK signal.



Source: MUTCD

Figure 4-8: HAWK Signal head Sequence



Source: FHWA

Figure 4-9: Example of a HAWK Signal in Tucson, Az.

Cost to Implement = \$ 180,000\*  
 \*Includes Design and Construction Costs

#### 4.2.3. Additional Options Not Progressed

Other options that were considered and not recommended were relocating the crosswalk to the east side of the intersection to improve sight distance to vehicles approaching from the east. The improvement in sight distance was not great enough to recommend this alternative. Removing the crosswalk at this intersection was also considered and discarded as pedestrians are not likely to walk the greater distance required to reach their destination on South St., or the School.

Relocating the intersection to the west by approximately 50 ft. was considered to address the skew that South St. intersects Hudson Ave. This option would improve the traffic flow and vehicular safety through the intersection. However, pedestrian safety would remain a concern as the sight distance restrictions that are present for vehicles approaching the crosswalk from the east will still be in place. The new location of South St. is still located on the horizontal curve on Hudson Ave. Additional constraints to constructing this option include approximately 5,000 sf. of right-of-way acquisition from the US Post Office and the cost of relocating the intersection is expected to be \$150,000 to \$200,000.

Another option that was considered and not progressed was the addition of a raised concrete curb median between the two travel lanes on Hudson Ave. The existing width between the pavement markings in the existing median are approximately 7 ft. The new concrete curb face should be installed with a 1 ft. minimum offset from the edge of the travel lane leaving 5 ft. in width for the new median to be installed. The NYSDOT HDM recommends that pedestrian refuge medians are at least 6 ft. wide (measured in the direction of pedestrian travel.) Additionally, larger vehicles (box trucks, garbage trucks or buses) making a left turn from South St. onto Hudson Ave would likely hit the median because of the skew of the intersection. This option would likely become a maintenance issue for the City and is not recommended to be pursued further.

#### 4.3. School St.

As noted in section 2.6.2 of the AASHTO: A Policy on Geometric Design of Highways and Streets, "Pedestrians tend to walk in a path representing the shortest distance between two points." In this particular situation where the entrance to the Surgical Specialists of Glens Falls Hospital and the parking lot are located directly across School St. from one another, the shortest route between where patrons park their cars and their destination is at a point in the middle of this city block. Signage prohibiting pedestrian crossing and directing them to one of the already established crosswalks is an option in this situation since the distance to the nearest crosswalk is approximately 100 ft. or less. However, this signage may regularly get disobeyed as this is a low vehicular volume city roadway and a path of 30 ft. in length is much more inviting to most pedestrians than a path of 250 ft. Additionally, when considering the observed clients who



frequent this facility, patrons in wheelchairs, elderly, or physically impaired patrons are less likely to walk a further distance when a shorter option is available.

Given these considerations, the most prudent recommendation is to install a mid-block crosswalk and appropriate signage from the existing curb ramp on the north side of the parking lot driveway to the entrance to the Surgical Specialists of Glens Falls Hospital building. Due to the short distance from the nearest intersection to the proposed location of the crosswalk, the pedestrian warning sign with the downward diagonal arrow installed (back-to-back) on both sides of the crosswalk should be sufficient signage on the roadway. See figure 4-1 for the specific signs to be installed. High-visibility fluorescent yellow sign post strips should also be installed along with a high-visibility crosswalk as shown in figure 4-3. A double yellow centerline on School St may also be beneficial to delineate the travel lanes and visually narrow the roadway for vehicles. The roadway is currently unstriped and may appear to be wider than it is intended.

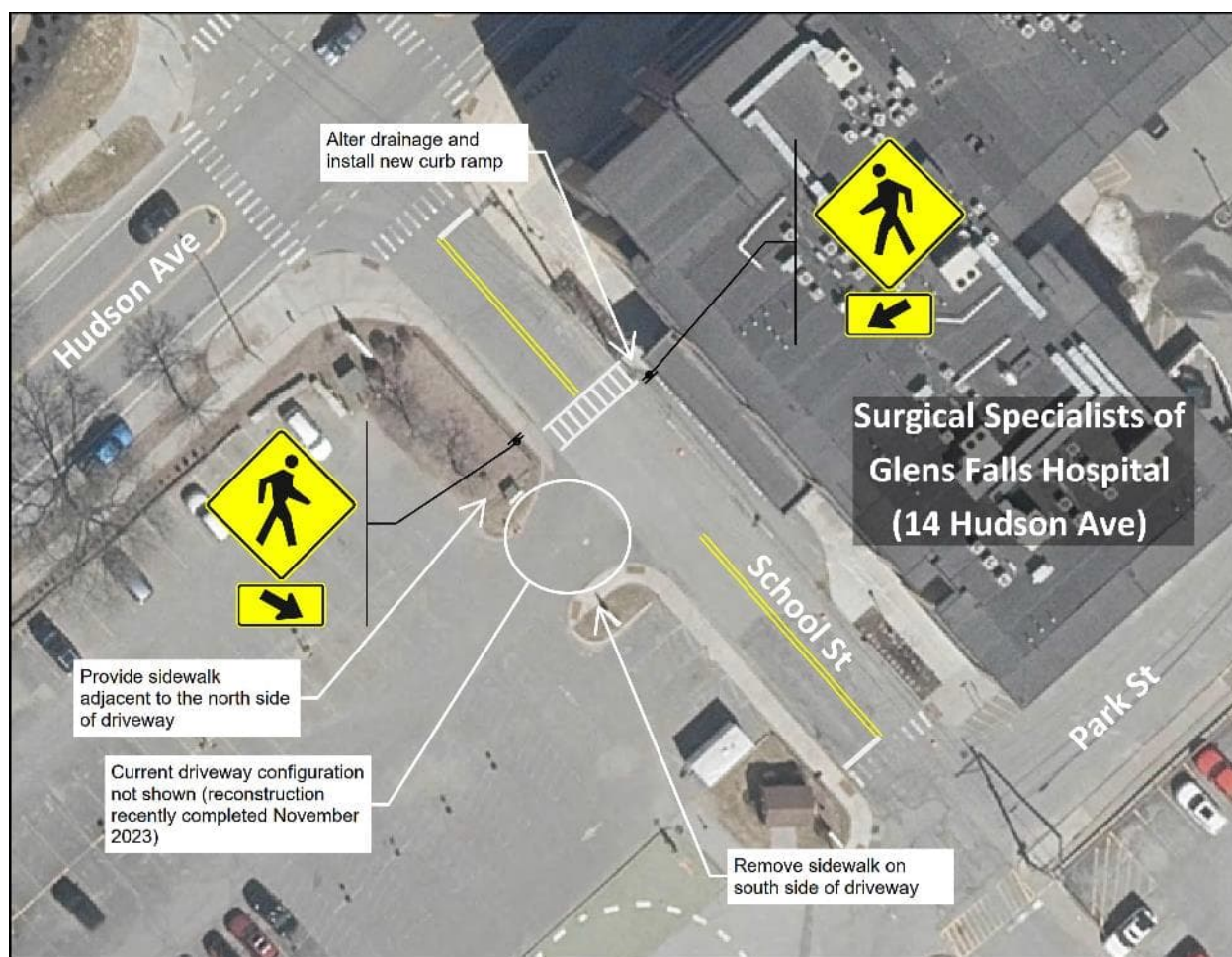


Figure 4-10: Concept plan for School St. Crossing

Cost to Implement = \$ 20,000

**5.0 PUBLIC INPUT**

The project was presented and discussed with the City’s Board of Public Safety at their June 12, 2024 regularly scheduled meeting and followed by a 2-week public review period. The presentation included an overview of the data collection procedures, observations that were made from the review of the video footage, and the potential recommended treatments that were investigated. The board and meeting attendees were in general agreement on the findings and treatments proposed for the South St. intersection. For the School St. location there were several questions and discussions on where the mid-block crossing should be located (north or south of the hospital entrance), the project team responded with the reasoning behind the proposal to install the crossing on the north side of the entrance.

The City requested an additional review of the video footage to determine how many children were crossing at the Hudson Ave./South St. intersection. The findings of this review are included in the table below.

DATE	TIME	# STUDENTS	Notes
11/8/2023	2:15 PM - 3:45 PM	3	1 Scooter, 1 walking, 1 on bike but going to school not from school
11/9/2023	7:15 AM - 8:45 AM	3	1 Student walking, 2 Students walking with 1 Adult pushing a stroller
11/9/2023	2:15 PM - 3:45 PM	3	3 Students walking
11/10/2023	N/A	0	Veterans Day - No School
Big Cross School Hours: 8:20 AM - 2:45 PM			

During the public review period, four (4) comment responses were received by City residents. These responses are included in Appendix A.

**6.0 FUNDING OPPORTUNITIES**

During the June 12, 2024 Board of Public Safety Meeting, the City representatives were in favor of the recommendations that were presented in Section 4.2.1 for the Existing Intersection Control scenario of the Hudson Ave./South St. intersection as well as the concept plan for the School St. crossing. The estimated cost to implement these options at both locations would be \$74,000 and could be funded directly through the City, a partnership with the hospital, Glens Falls Hospital Creating Healthy Schools and Communities grant program, the A/GFTC Make the Connection Program as well as a combination of these sources. A description of the two grant programs is provided below.

**Glens Falls Hospital Creating Healthy Schools and Communities**

This initiative is funded through a NYS Department of Health grant that aims to focus on increasing access to healthy, affordable food and opportunities for physical activity for students, staff, families, and community members. Also, the program promotes wellness through several objectives including adopting and implementing Complete Streets policies, plans, and practices to increase access to opportunities to walk, bike, and roll. This program can fund the purchase of the recommended materials but could not provide funds for labor, so this is an option if City staff were to install any of the recommendations.

A/GFTC Make the Connection Program is available to assist municipalities with funding to improve the region’s non-motorized travel network, including the recommendations that are proposed in Chapter 4. The Make the Connection funding is available through the FHWA and administered by the A/GFTC, includes a 20% Local Match, and Construction Only Projects have a minimum of \$75,000. Applications are due to the A/GFTC on October 31, 2024.

## APPENDIX A

### PUBLIC COMMENTS



Sent: Thursday, June 13, 2024 2:55:13 PM (UTC-05:00) Eastern Time (US & Canada)  
To: Aaron Frankenfeld  
Subject: Adirondack & Glens Falls Transportation Council "[your-subject]"

Hello, I was pleased to see your draft report on Hudson Avenue Pedestrian Safety Improvements. I understand that the areas in concern are patients crossing midway on School St to get to the Glens Falls Hospital parking lot. I live in 14 Hudson and park in the raised parking garage on Park St. It is very dangerous to cross from 14 Hudson to the parking garage in the morning. Cars race down Park St into the open parking lot disregarding any pedestrian trying to cross. Could the crosswalk be re-painted to be more visible and/or a pedestrian blinking cross sign to slow-down the drivers?  
Thank you

Hello AGFTC,

Thank you for providing opportunity for community feedback on your study of the Hudson Ave, South St and School St pedestrian safety. As a resident of 14 Hudson for the past 3 years, and an active pedestrian in the area, I appreciate this opportunity to provide comments.

With respect to the Hudson and South intersection, I note you identified issues, in Sections 3.1 and 3.2, relating to vehicles turning left from South to West on Hudson and from Hudson turning left onto South. However, in your recommendations there is no mention of addressing those vehicle/pedestrian issues between the East and West sides of South St. Your recommendation seems limited to the crosswalk on Hudson only. My experience is vehicles turning left from Hudson onto South do not notice pedestrians crossing East to West or West to East until they are committed to their vehicle turning: drivers are focused more on potential oncoming vehicle traffic. Many times, as I made this crossing, vehicles did not notice that I was in the crosswalk and either slowed or stopped late while in the Eastbound traffic lane, mainly due to their excessive speed and attention to oncoming traffic. A traffic calming measure for Westbound vehicle left turns is needed.

On School Street, your report is somewhat out of date as Glens Falls Hospital made substantial improvements to their parking lot last year. Additional signs will be beneficial.

I would ask that the scope of the report be expanded to also include the intersection of Hudson and Murray. The pedestrian crossings in all directions are very long distances. While this is a signaled pedestrian intersection in all 4 crossings, vehicles) turning from Hudson onto Murray and often travel quickly and do not notice pedestrians, even when pedestrians are crossing with the pedestrian signals in their favor. Improved signage, at a minimum, is needed. Pedestrian boulevards may also be helpful.

Lastly, I would also encourage the inclusion of Park St and Elm St crossings as there is a tremendous amount of parking lot traffic in surface lots and the 5 story garage. Pedestrians from 14 Hudson, Park and Elm and parking lot visitors, many of who are hospital employees, are significant in numbers at all times during the day. It is notable that these roads are currently under re-construction and my concerns may already be addressed.

Thank you again for this opportunity to comment.

John Reilly  
14 Hudson Ave

To whom it may concern,

After reviewing the Draft City of Glens Falls Hudson Avenue Pedestrian Safety Report, I strongly advocate for the implementation of robust and impactful solutions to address pedestrian safety concerns. Anything short of installing Rapid Rectangular Flashing Beacons (RRFB) at the Hudson Ave./South St. intersection should be considered inadequate.

The issues highlighted, such as poor sightlines, high pedestrian traffic, and non-compliance by drivers, necessitate an urgent and effective response. The RRFB systems, proven to significantly improve driver yield rates, are essential for ensuring the safety of pedestrians, especially considering the proximity to the hospital and that Glens Falls is a walking school district.

Implementing advanced pedestrian warning signs and high-visibility crosswalks, while beneficial, may not suffice alone. The combination of these measures with RRFB will provide a comprehensive solution that addresses the current safety gaps effectively.

Furthermore, it is important to recognize that many of these safety issues are not isolated to the Hudson Ave./South St. intersection but are prevalent throughout the city. Therefore, I urge the AGFTC to recommend that the City of Glens Falls implements the lower-cost measures detailed in the report on a citywide scale. These include:

- Installing advanced pedestrian warning signs.
- Installing high-visibility crosswalks.
- Improving sight distance by removing obstructive trees.
- Enhancing lighting at key intersections.

Applying these measures citywide would not only address the immediate concerns at Hudson Ave./South St. but also contribute to a safer pedestrian environment throughout Glens Falls.

Thank you for considering this feedback. The safety of our community's pedestrians, particularly our children and elderly, should be a top priority.

Best regards,

Andrew Vitale  
58 Knight St, Glens Falls

Hello,

All of the things noted in the report are correct and especially the information relevant to the crossing on Hudson Ave. It is very dangerous for parents and children walking and biking to school. I myself have almost been hit three times crossing at that area. Anything that can be done to improve the crosswalk for all pedestrians would be appreciated. It was not noted that children from the Big Cross area also have to cross in the summer to access the summer meal program. It was not noted that the Big Cross principal requested two years ago that improvements be made due to the safety concerns she witnessed on a regular basis and how that effects attendance. Excessive speeds as cars turn on to South St or travel up to Hudson Ave via Soth St make it dangerous for anyone to pull out of their driveways or parking lots. Parking on one side of the street does it slow traffic as some may think it would.

Sincerely,  
Elizabeth Hoffman

The experience to  
**listen**  
The power to  
**solve**<sup>SM</sup>

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