Harrison Avenue/Main Street Intersection Evaluation

Draft Report

Barton & Loguidice

Prepared for:

Adirondack | Glens Falls Transportation Council
11 South Street, Suite 203
Glens Falls, New York 12801

And

Village of South Glens Falls
46 Saratoga Avenue
South Glens Falls NY 12803

May 2026

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Prepared by
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1.0 INTRODUCTION

On behalf of the Village of South Glens Falls and the Adirondack/Glens Falls Transportation Council (A/GFTC), Barton & Loguidice has prepared this Intersection Evaluation Report to assess potential improvement opportunities at the Harrison Avenue/Main Street intersection in the Village of South Glens Falls, New York. Located one block east of Saratoga Avenue (US 9), the intersection is in close proximity to educational and civic facilities, including Oliver W. Winch Middle School, Harrison Elementary School, and the Moreau Community Center, which generate regular pedestrian activity throughout the project area on the existing sidewalk system. The Village and its residents have expressed concerns regarding overall safety at this location due to perceived traffic volumes, intersection operations, and pedestrian and bicycle crossing activity. This report presents an evaluation of existing conditions, traffic operations, crash history, public outreach efforts, and potential improvement alternatives for the Harrison Avenue/Main Street intersection.

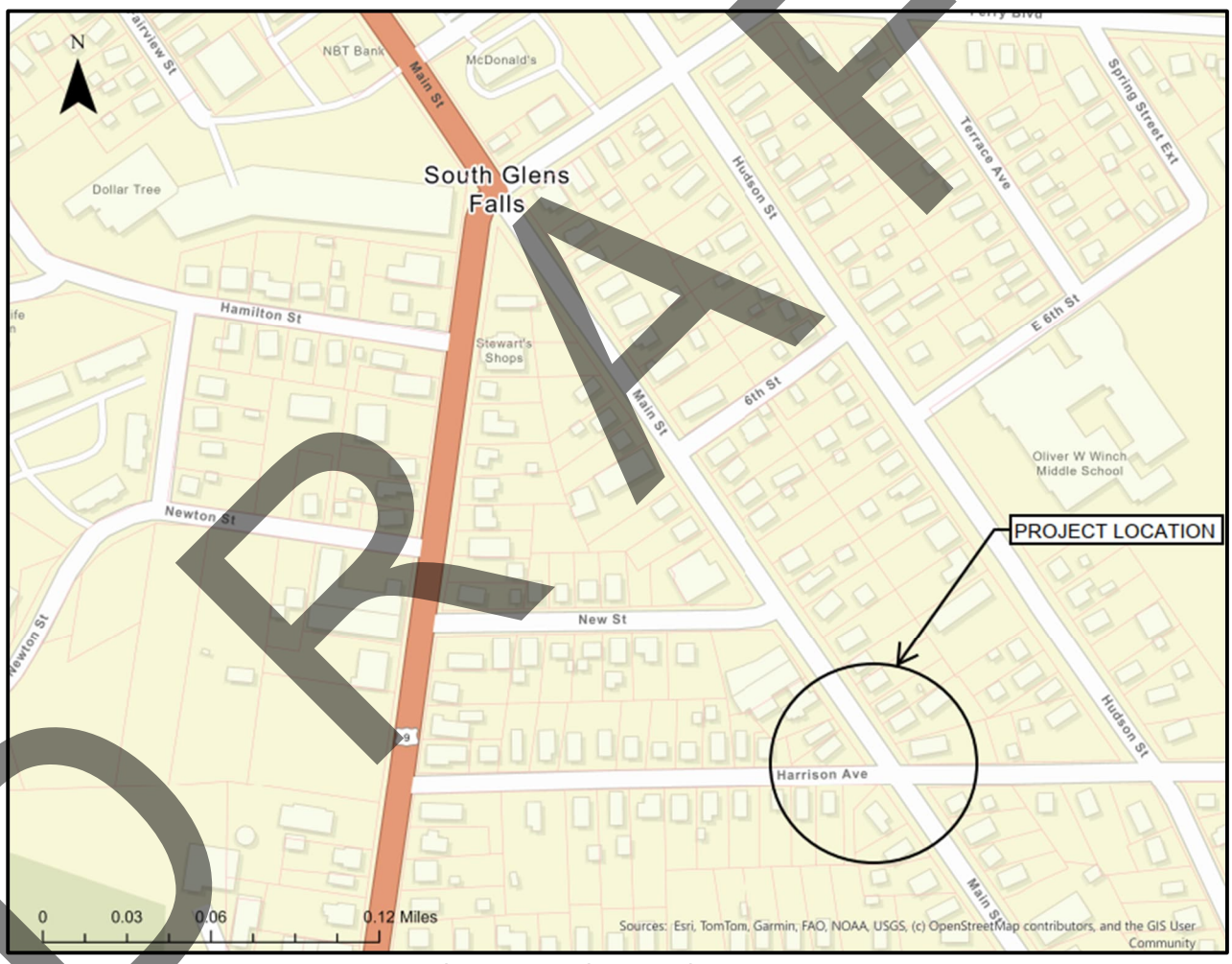


Figure 1-1: Project Location Map

2.0 INVENTORY OF EXISTING CONDITIONS

A site visit to the project area was conducted on December 1, 2025 to inventory and document existing 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 (November 12, 2025 to November 14, 2025) to identify pedestrian and traffic patterns, safety concerns, and vehicular conflicts.

2.1. Harrison Avenue/Main Street Intersection – Roadway and Traffic Characteristics

The Harrison Avenue/Main Street intersection is a four-way intersection with stop control on the minor street approaches (Harrison Avenue) and uncontrolled on Main Street. Both roadways are owned and maintained by the Village of South Glens Falls and are subject to a Village-wide speed limit of 30 miles per hour (mph). The observed 85th percentile speed was 35 mph.

Figure 2-1: Harrison Avenue/Main Street Intersection

Harrison Avenue is classified as a Local Urban Minor Arterial and carries an Average Annual Daily Traffic (AADT) of approximately 2,532 vehicles per day (vpd). Main Street is also classified as a Local Urban Minor Arterial and carries an AADT of approximately 5,128 vpd. Harrison Avenue has a curb-to-curb width of approximately 26 feet east of the intersection and approximately 22 feet west of the intersection, with sidewalks on both sides and no on-street parking permitted. Main Street has a curb-to-curb width of approximately 40 feet, sidewalks on both sides, and on-street parking permitted on both sides. Main Street was recently paved, and new centerline pavement markings were installed through the intersection.

2.2. Roadside Conditions

Sidewalks are present along both Harrison Avenue and Main Street, providing pedestrian access to schools, residences, and businesses within the corridor, including Stewart's Gas Station to the north, Oliver W. Winch Middle School and Harrison Elementary School to the east, and nearby other commercial properties and apartment buildings. The general setting within the immediate vicinity of the intersection is residential with single and multi-family homes. The curb ramps at the intersection are not ADA compliant; lacking detectable warning pads, the ramps are not flush with the pavement at three of the four ramps.

Figure 2-2: Looking west on Harrison Avenue

Figure 2-3: Looking east on Harrison Avenue

2.3. Existing Signage and Pavement Markings

Pavement markings within the vicinity of the intersection are generally in fair condition. The centerline full-barrier pavement marking is in good condition as this was replaced over the winter of 2026 following the road was paving in the fall of 2025; however, there are no outer edge line or parking lane markings. The lack of edge line or parking lane markings could make the vehicular traveled way appear wider to drivers; wider travel lanes can sometimes result in higher vehicle speeds.

Figure 2-4: Crosswalk on Main Street

During the site visit, existing crosswalk markings on Main Street were observed to be faded and not continuous across the street, as shown in Figure 2-4. However, these same crosswalk markings were repainted in January or February. "No Parking" signs are installed on Harrison Avenue approximately 10 feet from the "Stop" sign. On Main Street, pedestrian warning signs with diagonal downward-pointing arrows are installed in advance of each marked crosswalk, consistent with the 2023 Manual on Uniform Traffic Control Devices (MUTCD) shown in Figure 2-5 and 2-6. "No Parking" signs are not installed on either side of Main Street approaching the intersection.

Figure 2-5: Pedestrian warning sign installed for northbound traffic on Main Street

Figure 2-6: Pedestrian warning sign installed for southbound traffic on Main Street

2.4. Vehicle Crash Data

Crash data was obtained from the NYSDOT CLEAR website for the intersection from December 18, 2022 to December 18, 2025 depicted in Table 2-1. Over this timeframe, no pedestrian/vehicular incidents or crashes associated with the pedestrian crossings were reported. Overall, 8 vehicle/vehicle crashes were reported at this intersection and included various types of crashes such as right angle and rear-end incidents. Patterns such as rolling stop, all-way stop confusion, and sight distance issues are noted on the table.

Crash Number	Severity	Crash Type	Pattern	Pedestrian Involved?
40281610	Property damage	Rear-end	Intersection sight distance	N
40369053	Property damage	Right angle	Intersection sight distance	N
39614380	Property damage	Right angle	Intersection sight distance	N
40173498	Property damage	Sideswipe		N
40063980	Property damage	Rear-end	Reversed from driveway	N
39455772	Injury	Right angle	Rolling stop at the intersection	N
39544962	Property damage	Right angle	Failed to make the stop	N
39709379	Injury	Right angle	Disregarded the stop sign	N
40042859	Property damage	Right angle	Mistakenly believed the intersection to be an all-way stop	N

Table - 2-1: Vehicle Crash Data Summary

2.5. Sight Distance

An intersection sight distance evaluation was completed following the procedures outlined in AASHTO's A Policy on Geometric Design of Highways and Streets (2018). Mainline stopping sight distance was also evaluated to assess stopping capability along Main Street. Results, including available sight distance for all movements, are provided in Table 2-2 based on the observed 85th percentile speed of 35 mph.

Intersection Approach		Intersection Sight Distance (ft.)[1]				Stopping Sight Distance (ft.)[2]	
		Right-Turn from Minor	Left-Turn from Minor		Left Turn from Mainline	Main St. South (Northbound)	Main St. North (Southbound)
			Looking Left	Looking Right			
Harrison Ave. West (Eastbound)	Existing Available	487'	487'	*387' **	> 400'	> 400'	> 400'
	Recommended	335'	335'	390'	285'	285'	285'
Harrison Ave. East (Westbound)	Existing Available	*248' **	*248' **	*277' **	> 400'	> 400'	> 400'
	Recommended	335'	335'	390'	285'	285'	285'

* Non Standard Sight Distance
1. Measured at 14.5 feet back from the travel way at an object and eye height of 3.5 feet.
2. Measured for a 3.5 foot object located in the path of vehicles on the major approach at an eye height of 3.5 feet.

Table 2-2: Sight Distance Summary

Sight distances along Main Street exceed recommended minimum values due to the straight alignment and level terrain. However, turning movements from Harrison Avenue fall below the minimum requirements, primarily due to utility poles and vegetation within the Main Street right-of-way. See section 5.3.2 for recommendations to improve the available sight distance when turning from Harrison Ave. Additional details are provided in Section 5.3.2.

3.0 SITE ASSESSMENT AND OBSERVATIONS

The following notes and observations are based on our site visit to the area and a review of the video data collected by traffic cameras.

1. Vehicles traveling eastbound or westbound on Harrison Avenue frequently stop beyond the stop bar, often stopping on the crosswalk. While this positioning improves sight distance for drivers, it obstructs pedestrian access to the sidewalk and crossing area (see Figure 3-1).

Figure 3-1 Cars stopping on crosswalk

2. Field observations indicated that vehicles rarely yield to pedestrians despite the presence of a crosswalk. A crossing guard is provided during school hours to assist students, but this support is limited to specific times, typically from 7:00-7:30 AM and 2:00-2:30 PM, and is not available during evenings, weekends, or non-school days. A summary of the interview with the crossing guard in section 4 below. While vehicles are required to yield to pedestrians when they are crossing at an intersection in an unmarked crosswalk, that requirement may not be apparent to all drivers (see Figure 3-2). It should be noted that when field work by B&L staff was first performed, there were no crosswalk markings across Main St. The crosswalk markings were added in the winter of 2026 and have since improved driver compliance in yielding to pedestrians.

Figure 3-2 Car failing to yield to a pedestrian

3. Vehicles stopping on Harrison Avenue often make rolling stops rather than coming to a full stop, sometimes stopping on or beyond the crosswalk, likely due to a lack of available sight distance.
4. Nighttime lighting at the intersection is limited. Existing lighting is not focused on the crosswalks, particularly on the east leg, reducing pedestrian visibility after dark.
5. Observed pedestrian activity at the intersections was minimal, with a total of seven pedestrians noted during the morning school peak period 7:00–7:30 AM and three pedestrians observed during the afternoon period 2:00–2:30 PM.
6. Bicycle and other micromobility traffic (including e-bikes and scooters) were observed during the study period primarily within the roadway travel lanes. Under New York State Vehicle and Traffic Law, Class 1 and Class 2 e-bikes and e-scooters are generally permitted to operate on roadways with posted speed limits of 30 mph or less and are subject to the same rights and duties as bicyclists (with the exception that e-scooters are not permitted to operate on sidewalks). As such, their presence within the travel lanes at this location is legally permissible, particularly in the absence of dedicated bicycle facilities. From a safety perspective, mixed traffic operations may increase exposure to conflicts with motor vehicles, particularly at intersections, and may be sensitive to traffic speed, volume, and right-of-way interactions associated with turning movements between modes, which are important considerations in evaluating potential multimodal accommodations.

7. Multiple instances were observed where vehicles failed to stop for pedestrians waiting at curb ramps. Drivers typically yielded only when pedestrians were already within the crosswalk.

4.0 STAKEHOLDER OUTREACH

B&L contacted the school crossing guard who works at this intersection when school is in session from 7-7:30 AM and 2-2:30 PM. Feedback indicated that pedestrian activity is concentrated during brief morning and afternoon periods, 7:15-7:20 AM and 2:10-2:20 PM on school days. The guard noted that observed safety concerns are largely related to driver behavior, including speeding and misjudged gaps in traffic. The crossing guard also noted that the primary concern involves drivers, particularly parents during pick-up and drop-off times, who are often in a hurry and not fully attentive. The crossing guard did not identify a clear need for a traffic signal or all-way stop control and noted that recent crosswalk striping has improved conditions.

5.0 CONCEPT ALTERNATIVES

5.1. 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 2018, 7th ed.
- National Manual on Uniform Traffic Control Devices (MUTCD), 2023, 11th ed.
- NYS Supplement to the MUTCD, 2010
- National Association of City Transportation Officials (NACTO) Urban Street Design Guide

5.2. Intersection Control Alternatives

The following alternatives were assessed for their applicability at this intersection:

1. All-Way Stop Control (AWSC) - *Recommended Alternative*
2. Enhanced Existing Intersection Control
3. Traffic Signal Control

The MUTCD provides guidance on the application of AWSC and Traffic Signal Control, including associated warrants. Evaluation of these control types requires consideration of existing operational performance and safety conditions, as well as the potential for improvement. The satisfaction of one or more MUTCD warrants does not, in itself, justify installation. Final determination should be based on the results of the warrant analysis in conjunction with engineering judgment and site-specific conditions.

Each of the three alternatives is described in detail in the following sections.

5.2.1. Alternative #1 - All-Way Stop Control (AWSC): *Recommended Alternative*

AWSC requires all approaches to an intersection to stop, with right-of-way assigned based on vehicle arrival sequence. This control promotes orderly and predictable traffic movements.

An AWSC warrant analysis was conducted for the intersection and indicates that the criteria for two MUTCD warrants are met: Crash Experience and Restricted Sight Distance. Based on this evaluation and existing operating conditions, implementation of AWSC is justified and expected to improve overall intersection safety.

AWSC is anticipated to reduce both the frequency and severity of crashes by requiring all vehicles to stop prior to entering the intersection. It also improves operational consistency along the corridor, as a nearby intersection currently operates under all-way stop control. Additionally, AWSC mitigates sight distance limitations by requiring vehicles to stop at a common location, improving visibility between approaches. The full warrant analysis is provided in Appendix A.

AWSC is recommended and, at a minimum, should include the following elements:

1. Install STOP signs (MUTCD R1-1) on the Main Street approaches to establish AWSC.
2. Install ALL WAY plaques (MUTCD R1-3P) beneath each STOP sign
3. Install 18-inch-wide stop bars on the northbound and southbound Main Street approaches. Due to the proximity of adjacent schools and school bus activity, stop bar placement should account for school bus turning movements to avoid operational conflicts.

Estimated Cost = $1,000

Additional safety and conspicuity enhancements to the AWSC intersection may include:

1. Solar-powered LED-enhanced STOP signs
2. High-visibility crosswalks
3. Sight distance improvements
4. Improved lighting
5. Traffic Calming Bump Outs/Curb Extensions or Install “No Parking” signs

These enhancements, as shown in Figure 5-1, are further detailed in section 5.3. Important to note about this intersection is that the existing diagonal crosswalk is replaced in Figure 5-1 with a standardized four crosswalk layout, this is further discussed in section 5.3.1.

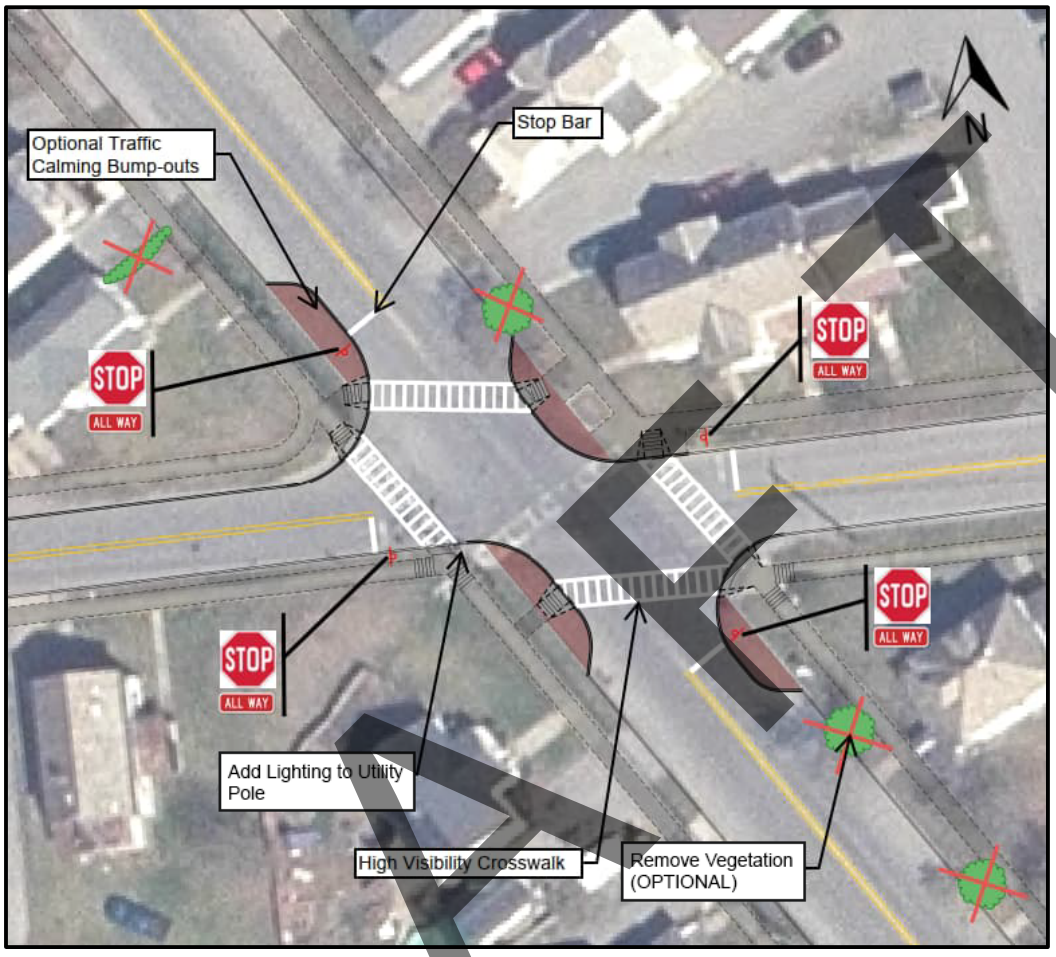


Figure 5-1 All Way Stop Control Alternative

5.2.2. Alternative #2 - Enhanced Existing Intersection Control - *(Recommended if AWSC is not pursued)*

Under this alternative, the intersection would continue operating under the existing control configuration, with stop control on the eastbound and westbound approaches of Harrison Avenue and free-flow conditions on Main Street.

While this alternative does not provide the same level of operational control or safety benefit as AWSC, targeted improvements could be implemented to enhance intersection safety and visibility. These measures, described further in Section 5.3, include:

1. High-visibility crosswalks
2. Sight distance improvements
3. Improved lighting
4. Traffic Calming Bump Outs/Curb Extensions or Install “No Parking” signs
5. Pedestrian warning devices
   - Rectangular Flashing Beacons (RRFBs)
   - Pedestrian warning signage

5.2.3. Alternative #3 - Traffic Signal (Not Warranted or Recommended)

The intersection does not meet any of the nine MUTCD traffic signal warrants, which evaluate the need for signalization based on factors such as traffic volumes, delay, pedestrian activity, and crash history.

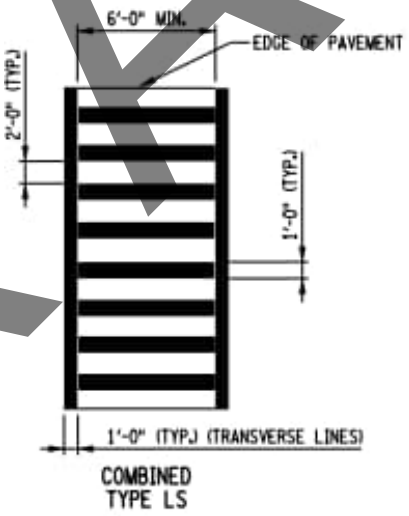
The analysis indicates that traffic volumes and delays are insufficient to justify signalization, pedestrian activity is limited, and crash patterns do not demonstrate a need for a traffic signal. Based on these findings and the detailed warrant analysis provided in Appendix B, installation of a traffic signal is not recommended at this time.

5.3. Intersection Safety Enhancements

The following additional enhancements were evaluated to supplement the intersection control alternatives and improve pedestrian visibility, driver awareness, and overall intersection safety.

5.3.1. High-Visibility Crosswalks (Applicable to Alternatives #1 and #2)

To increase driver awareness of the crossing locations, high-visibility crosswalks should be installed on Main Street and Harrison Avenue as indicated in Figure 5-1 above. The crosswalk should be "NYSDOT Type LS" that includes parallel stripes and ladder bars to enhance visibility as depicted in Figure 5-2. The pavement markings should be Epoxy paint with glass beads for retro-reflectivity or retro-reflective thermoplastic pavement markings.



Source: NYSDOT

Figure 5-2: High Visibility Crosswalk Striping

The MUTCD permits diagonal crosswalk markings primarily at signalized intersections with exclusive pedestrian phases. In addition, Type LS markings discourage diagonal pedestrian crossings. Therefore, it is recommended that the existing diagonal crosswalk be replaced with standard perpendicular crosswalks on all four approaches.

Estimated Cost = $5,000

5.3.2. Sight Distance Improvements (Optional for Alternative #1; Applicable to Alternative #2)

Sight distance limitations at the intersection are primarily caused by vegetation and a utility pole on the eastbound Harrison Avenue approach. Vehicles turning left from this approach experience restricted visibility to the right due to the pole, which should be relocated to meet minimum sight distance requirements. Coordination with the utility owner will be required, and relocation costs are typically borne by the utility.

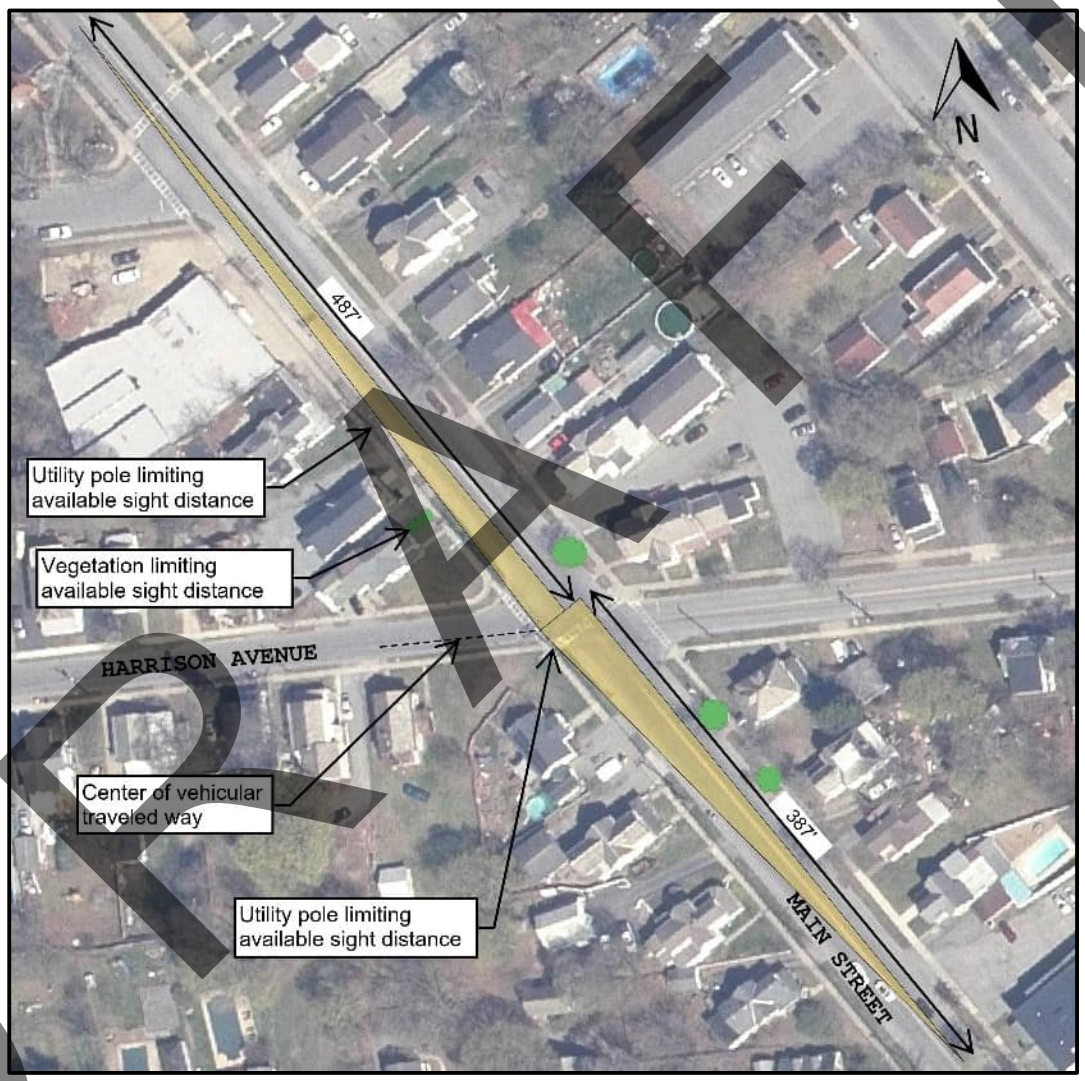


Figure 5-3: Harrison Avenue eastbound sight distances

In addition, vegetation and trees located between the curb and sidewalk within approximately 250 feet of the intersection (Figure 5-4) restrict sight distance for vehicles on the westbound Harrison Avenue approach. Removal or trimming of this vegetation is recommended to improve visibility for both left- and right-turning movements onto Main Street.

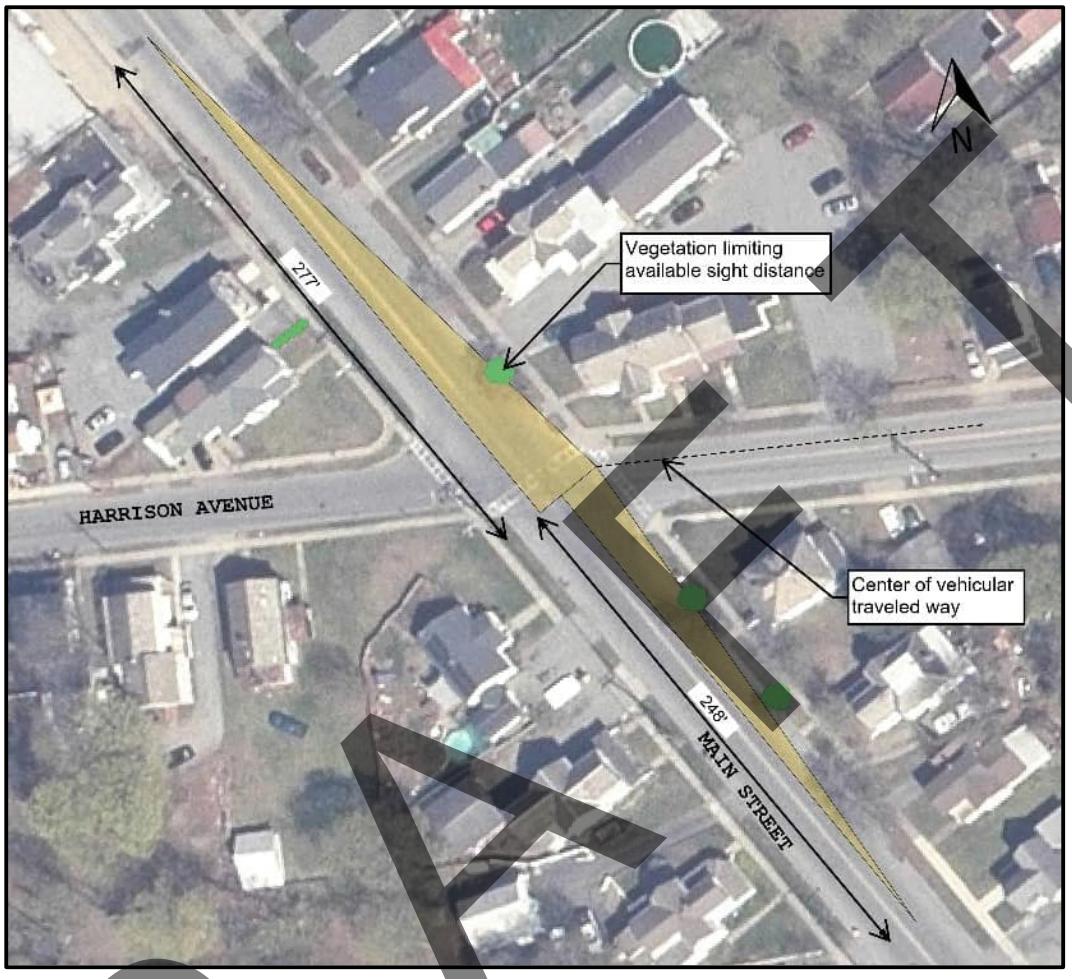


Figure 5-4: Harrison Avenue westbound sight distances

Estimated Cost (Vegetation Removal) = $15,000

5.3.3. Improved Lighting (Applicable to Alternatives #1 and #2)

Existing intersection lighting is limited to a single fixture on the southwest utility pole, which primarily illuminates the northwest portion of the Main Street crosswalk. The remaining crosswalk areas, particularly on the east leg, are inadequately lit, reducing pedestrian visibility during nighttime conditions. Video observations collected over a 48-hour weekday period (November 12–14, 2025) indicate that the existing fixture was not operational during the monitoring period. To improve visibility and enhance pedestrian safety, installation of an additional streetlight on the existing utility pole is recommended to provide more uniform intersection illumination.

Estimated Cost = $ 5,000 per fixture

5.3.4. Bump Outs/Curb Extensions (Applicable to Alternatives #1 and #2)

This treatment can reduce pedestrian crossing distances, improve pedestrian visibility, and provide traffic calming benefits by narrowing the roadway at the intersection, thereby enhancing overall pedestrian safety. At this intersection, curb extensions could be installed on Main Street as shown in Figure 5-1 above, allowing the pedestrian to be more visible to drivers, especially if the parking lane is occupied. An example photo of a typical Bump Out/Curb Extension at an intersection with a parking lane is provided in Figure 5-5

.

Figure 5-5 Traffic Calming Bump Outs

Estimated Cost = $ 25,000 each X 4 = $100,000

5.3.5. No Parking sign (Relevant for Alternative #1 and #2)

Installation of "No Parking" signs are recommended to be installed 20 feet from the crosswalk on Main Street on both sides of the road to improve sight distance obstructed by parked vehicles. "No-Parking" signs are already present on the Harrison Avenue intersection approaches, although the existing signs should be updated while the Main Street signs are installed. These additional signs would not be necessary if the Traffic Calming Bump Outs/Curb Extensions are installed.

Estimated Cost = $ 250 per sign x 4 = $1,000

5.3.6. Advanced pedestrian warning signs (Applicable to Alternative #2 Only)

If AWSC is not implemented, advance pedestrian warning signs should be installed on Main Street in accordance with MUTCD guidance for uncontrolled crosswalks (Figure 5-6). Fluorescent yellow-green signage is recommended for enhanced visibility and should include retroreflective signpost striping to improve driver awareness.

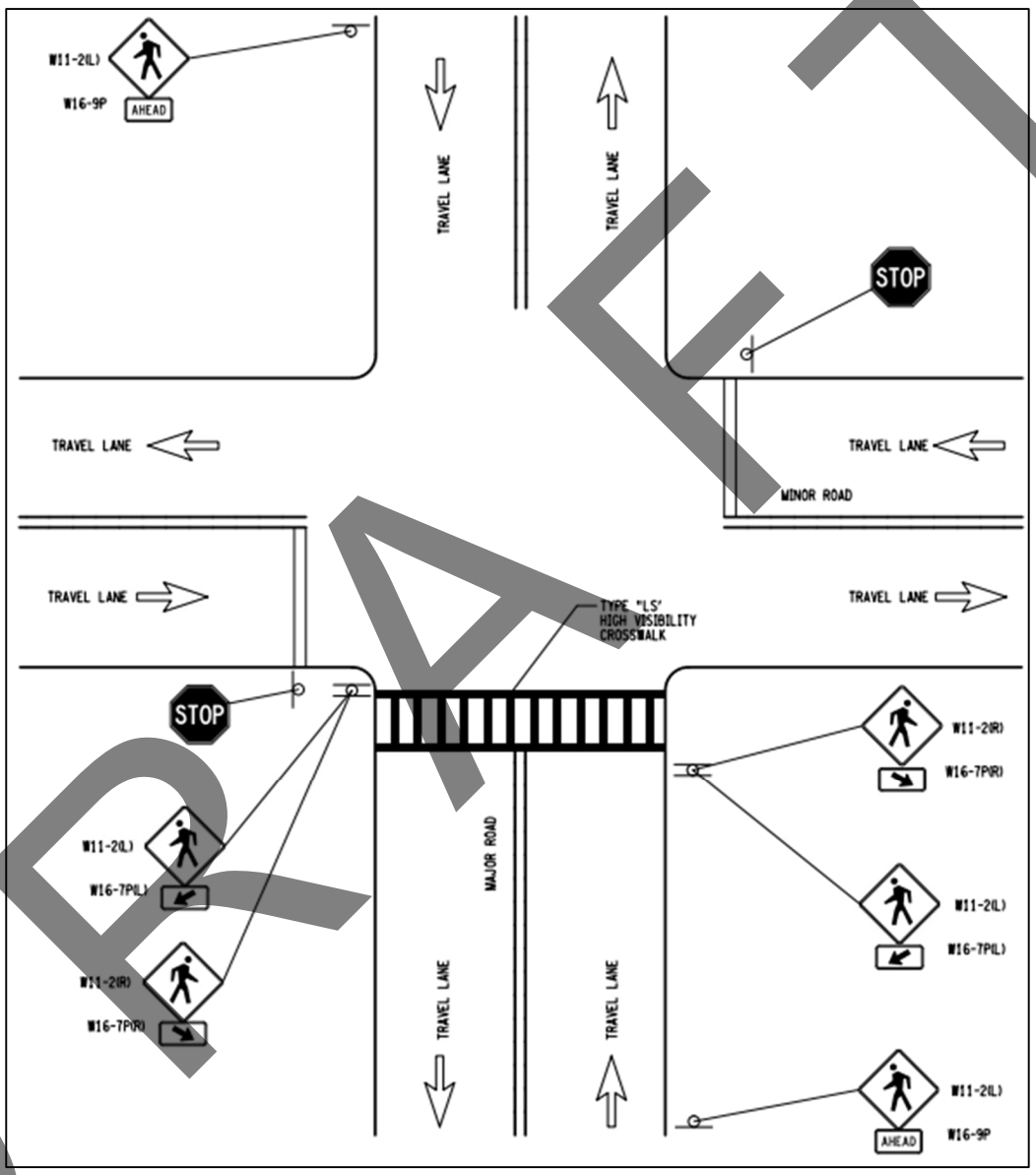


Figure 5-6: Sign plan for Uncontrolled Crosswalks at Intersections

Estimated Cost = $500 per sign location x 4 = $2,000

5.3.7. Rectangular Rapid Flashing Beacons (RRFB) (Applicable to Alternative #2 Only)

Rectangular Rapid Flashing Beacons (RRFBs) may be considered to enhance driver yielding behavior at uncontrolled crosswalks. RRFBs consist of high-intensity, rapidly flashing yellow beacons mounted on pedestrian warning signs and activated by push button. RRFBs are not appropriate for use at stop-controlled approaches and therefore would only be applicable if AWSC is not implemented.

Figure 5-7: Typical RRFB Installation at an Intersection

For this location, four RRFB assemblies are recommended on the east and west sides of Main Street, at each crossing location. Each assembly should include dual-sided signage and beacon units to provide visibility to both directions of traffic. Advance warning signs should also be installed as described in Section 5.3.6.

Estimated Cost = $ 15,000 per pole x 4 poles = $ 60,000

6.0 IMPLEMENTATION

As noted in section 2, both Main Street and Harrison Avenue are under the jurisdiction of the Village of South Glens Falls. From an implementation perspective, sole jurisdiction simplifies the process. With both the recommended AWSC alternative and the Enhanced Existing Intersection alternative, the Village can undertake many, if not most, of the needed improvements using municipal resources. In the case of utility pole relocation, additional coordination will be required with the utility company.

In the case of the optional improvements, such as curb extensions or RRFBs, additional funding may be required. However, many infrastructure funding sources have minimum cost requirements that the project has to meet. The Village may want to consider combining the intersection improvements with other projects within the Village to exceed the minimum requirements.

For example, the A/GFTC Make the Connection Program is a potential funding source for bicycle and pedestrian improvements. This program supports intersection-level safety enhancements, including traffic calming measures, ADA upgrades, and pedestrian accommodations. A minimum total project cost of $75,000 is required for construction or combined design and construction, with a 20% local match. As a federally funded program, the administration of this grant requires substantial effort. Should the Village wish to pursue this option, it would be recommended to combine relevant project elements with other pedestrian improvements (such as improved ADA accommodations) in the same vicinity to meet the minimum project threshold.

A summary of expected costs for the recommended alternative is included in Table 6-1 below. It is important to note that the cost estimates assume that the improvements would be funded directly by the Village; the additional design and regulatory compliance requirements of grant funding through State or Federal programs will increase project costs.

Table 6-1: Concept Level Cost Estimates		
All-Way Stop Control (AWSC) – Recommended Alternative		
Item	Cost	Notes
Stop Control Signs and Pavement Markings	$1,000	LED enhanced Stop Signs optional
High-Visibility Crosswalks	$5,000	
Sight distance improvements	$15,000	Utility relocation will require coordination with utility company
Improved lighting	$5,000	
“No Parking” signs	$1,000	
Subtotal: AWSC	$27,000	
Bump Outs/Curb Extensions (Optional)	$100,000	
Total: AWSC	$127,000	

APPENDIX A – All-Way Stop Traffic Control Warrant Analysis

Main St. & Harrison Ave. Intersection Evaluation
All-Way Stop Traffic Control Warrant Analysis

Memo To: A/GFTC — Date: February 9, 2026
Village of South Glens Falls

From: Barton & Loguidice, D.P.C. — File: 1896.015.001

All-Way Stop Control Warrant Analysis Background

The provisions in the following sections describe warrants for the recommended engineering study to determine if implementing all-way stop control (AWSC) at an intersection should be considered. The 2023 National Manual on Uniform Traffic Control Devices (MUTCD), 11th Edition, along with the New York State (NYS) Supplement, serves as the primary reference for this analysis. The MUTCD identifies five warrants that pertain to the installation of AWSC at intersections.

According to MUTCD Section 2B.12, the evaluation of the need for AWSC must include an analysis of factors related to the existing operational and safety conditions at the intersection, as well as the potential for improvement. The applicable warrants are as follows:

- AWSC Warrant A: Crash Experience (see Section 2B.13)
- AWSC Warrant B: Sight Distance (see Section 2B.14)
- AWSC Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection (see Section 2B.15)
- AWSC Warrant D: 8-Hour Volume (Vehicles, Pedestrians, Bicycles) (see Section 2B.16)
- AWSC Warrant E: Other Factors (see Section 2B.17)

It should be noted that meeting one or more of these warrants does not automatically require the installation of all-way stop control. Rather, implementation should be based on the results of the warrant analysis, engineering judgement, and considering the conditions of the specific location.

1.0 WARRANT A, CRASH EXPERIENCE

Warrant A, states that AWSC may be installed at an intersection where an engineering study indicates that:

A. For a four-leg intersection, there are five or more reported crashes in a 12-month period or six or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

B. For a three-leg intersection, there are four or more reported crashes in a 12-month period or five or more reported crashes in a 36-month period that were of a type susceptible to correction by the installation of all-way stop control.

Table 1 - Warrant A Analysis Results

Intersection Crash Severity				
Crash History Period	Personal Injury	Property Damage Only	Non-Reportable	Total
2/2022 - 1/2023	2	2		4
2/2023 - 1/2024		3		3
2/2024 - 1/2025		2		2
Total	2	7	0	9

Crash data for the intersection was obtained from the NYSDOT CLEAR Crash Data Viewer for the most recent three-year period of February 2022 through January 2025. As shown in Table 1, there were less than five reported crashes within any 12-month period. However, the intersection experienced more than six reported crashes within the 36-month period that are considered susceptible to correction through the installation of all-way stop control. Review of the crash reports indicates that three of these crashes involved driver confusion regarding right-of-way, including instances where motorists assumed the intersection operated as an all-way stop or failed to comply with the existing stop control. Therefore, Warrant A is satisfied.

2.0 WARRANT B, SIGHT DISTANCE

Warrant B (Sight Distance) states that AWSC may be considered at intersections where an engineering study indicates that sight distance on the minor-road approach is insufficient for a vehicle to turn onto or cross the major (uncontrolled) road. At such locations, a road user, after stopping, cannot see conflicting traffic and is unable to safely negotiate the intersection unless conflicting traffic is also required to stop.

An intersection sight distance evaluation was completed following the procedures outlined in AASHTO's *A Policy on Geometric Design of Highways and Streets* (2018). Mainline stopping sight distance was also evaluated to assess the ability of vehicles to come to a complete stop at the intersection while travelling along Main St.

The results of the sight distance analysis are presented in Table 2, based on the observed (85th percentile) speed of Main St. at 35 MPH.

Table 2 - Warrant B, sight distance summary

Intersection Approach		Intersection Sight Distance (ft.)[1]				Stopping Sight Distance (ft.)[2]	
		Right-Turn from Minor	Left-Turn from Minor		Left Turn from Mainline	Main St. South (Northbound)	Main St. North (Southbound)
			Looking Left	Looking Right			
Harrison Ave. West (Eastbound)	Existing Available	487'	487'	*387'* *	> 400'	> 400'	> 400'
	Recommended	335'	335'	390'	285'	285'	285'
Harrison Ave. East (Westbound)	Existing Available	*248'* *	*248'* *	*277'* *	> 400'	> 400'	> 400'
	Recommended	335'	335'	390'	285'	285'	285'

* Non Standard Sight Distance

1. Measured at 14.5 feet back from the travel way at an object and eye height of 3.5 feet.
2. Measured for a 3.5 foot object located in the path of vehicles on the major approach at an eye height of 3.5 feet.

Figure 1 – Intersection sight distance – Harrison Avenue (Eastbound)

Figure 2 – Intersection sight distance – Harrison Avenue (Westbound)

Figure 3 – Vegetation limiting intersection sight distance

Table 1 summarizes the available sight distance measurements for all movements at the intersection. Sight distances for all movements along Main St. exceed the recommended minimum values, which is attributed to the straight horizontal alignment and generally level terrain along the mainline corridor.

Several movements from the Harrison Ave. approaches exhibit sight distances below the recommended minimum. These deficiencies are primarily the result of fixed roadside features, including utility poles, as well as vegetation located along the Main St. right-of-way.

Figures 1 and 2 illustrate the sight triangles for vehicles approaching from Harrison Ave. As shown in Figure 1, vehicles on the eastbound Harrison Ave. approach making left turns and looking to the right experience sight distances below the recommended minimum due to a utility pole that limits the available line of sight. Additionally, Figure 2 indicates that, in the absence of tree trimming or vegetation removal, available sight distance is restricted for vehicles turning left and right from the westbound Harrison Avenue approach onto Main St.

Therefore, due to these restricted sight distance conditions on the minor street approaches, Warrant B is satisfied.

3.0 WARRANT C, TRANSITION TO SIGNAL CONTROL OR TRANSITION TO YIELD CONTROL AT A CIRCULAR INTERSECTION – NOT APPLICABLE

4.0 WARRANT D, 8-HOUR VOLUME (VEHICLES, PEDESTRIANS, BICYCLES)

Warrant D, AWSC may be installed at an intersection where an engineering study indicates:

A. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the major-street approaches is at least 300 units per hour for each of any 8 hours of a typical day; and

B. The combined motor vehicle, bicycle, and pedestrian volume entering the intersection from the minor- street approaches is at least 200 units per hour for each of any of the same 8 hours.

Table 3 - Warrant D Analysis Results

Hour	8-HOUR VOLUME (vph)	
	Major Approach (Main Street)	Minor Approach (Harrison Avenue)
9:45 AM	298	75
10:45 AM	321	69
11:45 AM	316	81
12:45 PM	355	88
1:45 PM	438	135
2:45 PM	434	130
3:45 PM	446	116
4:45 PM	375	121
Condition Met	NO	NO

As shown in Table 3, the combined motor vehicle, bicycle, and pedestrian volume from the major-and minor street approaches does not surpass the thresholds of 300 units per hour or 200 units per hour for each of any 8 hours, respectively. Therefore, Warrant D is not satisfied.

5.0 WARRANT E, OTHER FACTORS

AWSC may be installed at an intersection where an engineering study indicates that AWSC is needed due to other factors not addressed in the other AWSC warrants. Such other factors may include, but are not limited to, the following:

A. The need to control left-turn conflicts,
B. An intersection of two residential neighborhood collector (through) streets of similar design and operating characteristics where AWSC would improve traffic operational characteristics of the intersection, or
C. Where pedestrian and/or bicyclist movements support the installation of all-way stop control.

In taking other factors outside of the previous warrants into consideration, there does not appear to be any items that would require the installation of an all-way stop control. Therefore, Warrant E is not satisfied.

6.0 WARRANT ANALYSIS CONCLUSION AND RECOMMENDATIONS

Table 4 – All-Way Stop Traffic Control Signal Warrant Summary

Warrant	Criteria Satisfied (Y/N)
Warrant A: Crash Experience	YES
Warrant B: Sight Distance	YES
Warrant C: Transition to Signal Control or Transition to Yield Control at a Circular Intersection	N/A
Warrant D: 8-hour volume	NO
Warrant E: Other factors	NO

The intersection of Harrison Avenue and Main Street in the Village of South Glens Falls satisfies two of the All-Way Stop Control (AWSC) warrants, including Crash Experience and Restricted Sight Distance. Based on the warrant evaluation and an assessment of existing intersection operations, installation of AWSC is justified under existing conditions.

AWSC is recommended and should include the following elements:

- STOP signs (MUTCD R1-1) installed on all approaches
- ALL WAY plaques (MUTCD R1-3P) installed below each STOP sign
- 18-inch-wide painted stop bars on the northbound and southbound approaches along Main Street

To enhance driver awareness and visibility, the Village may also consider the installation of solar-powered LED-enhanced STOP signs.

As an alternative to, or in conjunction with, AWSC, improvements to intersection sight distance may be implemented. These measures include removal or relocation of vegetation that restricts sight distance, as shown in Figure 1, and relocation of the utility pole identified in Figure 2 to increase available visibility.

Implementation of these measures, either independently or in combination with AWSC, would improve intersection sight distance and visibility for all roadway users.

APPENDIX B – Traffic Signal Warrant Analysis

Main St. & Harrison Ave. Intersection Evaluation
Traffic Signal Warrant Analysis

Memo To: A/GFTC — Date: February 9, 2026
Village of South Glens Falls

From: Barton & Loguidice, D.P.C. — File: 1896.015.001

Traffic Signal Warrant Analysis Background

The 2023 National Manual on Uniform Traffic Control Devices (NMUTCD), 11th Edition, and its NYS Supplement will be referenced throughout this analysis to justify the results. There are 9 warrants within the NMUTCD pertaining to the installation of a traffic control signal. NMUTCD Section 4C.01 states that the investigation of the need for a traffic control signal shall include an analysis of factors related to the existing operation and safety at the study location and the potential to improve these conditions, and the applicable factors contained in the following traffic signal warrants:

- Warrant 1, Eight-Hour Vehicular Volume
- Warrant 2, Four-Hour Vehicular Volume
- Warrant 3, Peak Hour
- Warrant 4, Pedestrian Volume
- Warrant 5, School Crossing
- Warrant 6, Coordinated Signal System
- Warrant 7, Crash Experience
- Warrant 8, Roadway Network
- Warrant 9, Intersection Near a Grade Crossing

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal but rather should be justified by the results of an engineering study of traffic conditions, pedestrian characteristics, and physical characteristics of the location in conjunction with the aforementioned warrants.

1.0 WARRANT 1, EIGHT-HOUR VEHICULAR VOLUME

Warrant 1, the eight-hour vehicular volume warrant, states that the need for a traffic control signal shall be considered if <u>one of the following conditions exists</u> for each of any 8 hours of an average day:

A. The vehicles per hour given in both 100 percent columns of Condition A in Table 1 exist on the major street and the higher-volume minor street approaches, respectively, to the intersection; or
B. The vehicles per hour given in both 100 percent columns of Condition B in Table 1 exist on the major street and the higher-volume minor street approaches, respectively, to the intersection.

In applying each condition, the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Table 1, showing the intersection vehicular volumes relating to Warrant 1 is shown below:

Table 1 - Warrant 1, Eight-Hour Vehicular Volume

Condition A—Minimum Vehicular Volume

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

Condition B—Interruption of Continuous Traffic

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100%[a]	80%[b]	70%[c]	56%[d]	100%[a]	80%[b]	70%[c]	56%[d]
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

[a] Basic minimum hourly volume
[b] Used for combination of Conditions A and B after adequate trial of other remedial measures
[c] May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000
[d] May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

The eight peak hours selected for this intersection can be seen in Table 2, below. These peak volumes are compared to the "1 lane & 1 lane" volumes of Table 1, above.

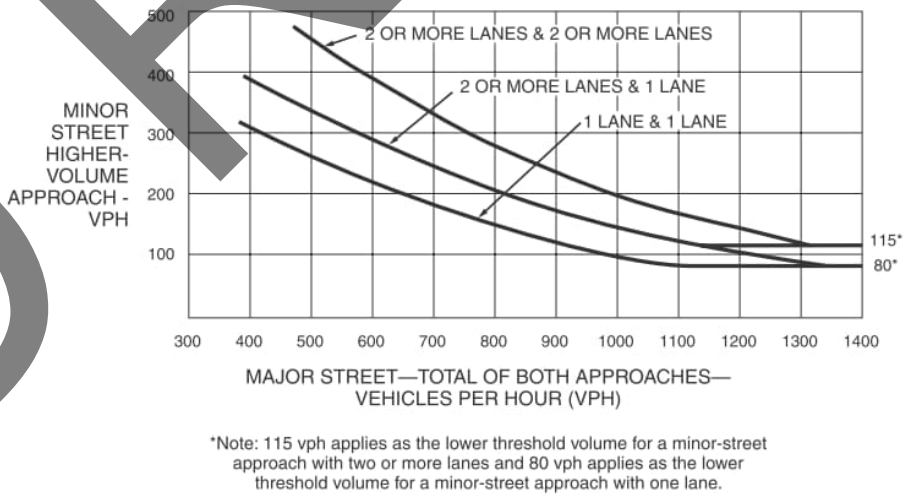
Table 2: Warrant 1 Analysis Results Main St. & East Approach Harrison Ave.		
Hour	Vehicular Volume (vph)	
	Major Approach (Main Street)	Minor Approach (Harrison Avenue)
8:45 AM	371	83
9:45 AM	297	49
10:45 AM	320	39
11:45 AM	316	54
12:45 PM	352	54
1:45 PM	435	89
2:45 PM	433	76
3:45 PM	444	68
Condition A Met	NO	NO
Condition B Met	NO	YES

As shown in Table 2, neither condition is met for both the major and minor approach. Therefore, Warrant 1 is not satisfied.

2.0 WARRANT 2, FOUR-HOUR VEHICULAR VOLUME

Warrant 2, the four-hour vehicular volume warrant, states that the need for a traffic signal shall be considered if for each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) all fall above the applicable curve in Figure 1 for the existing combination of approach lanes.

Figure 1 - Warrant 2, Four-Hour Vehicular Volume



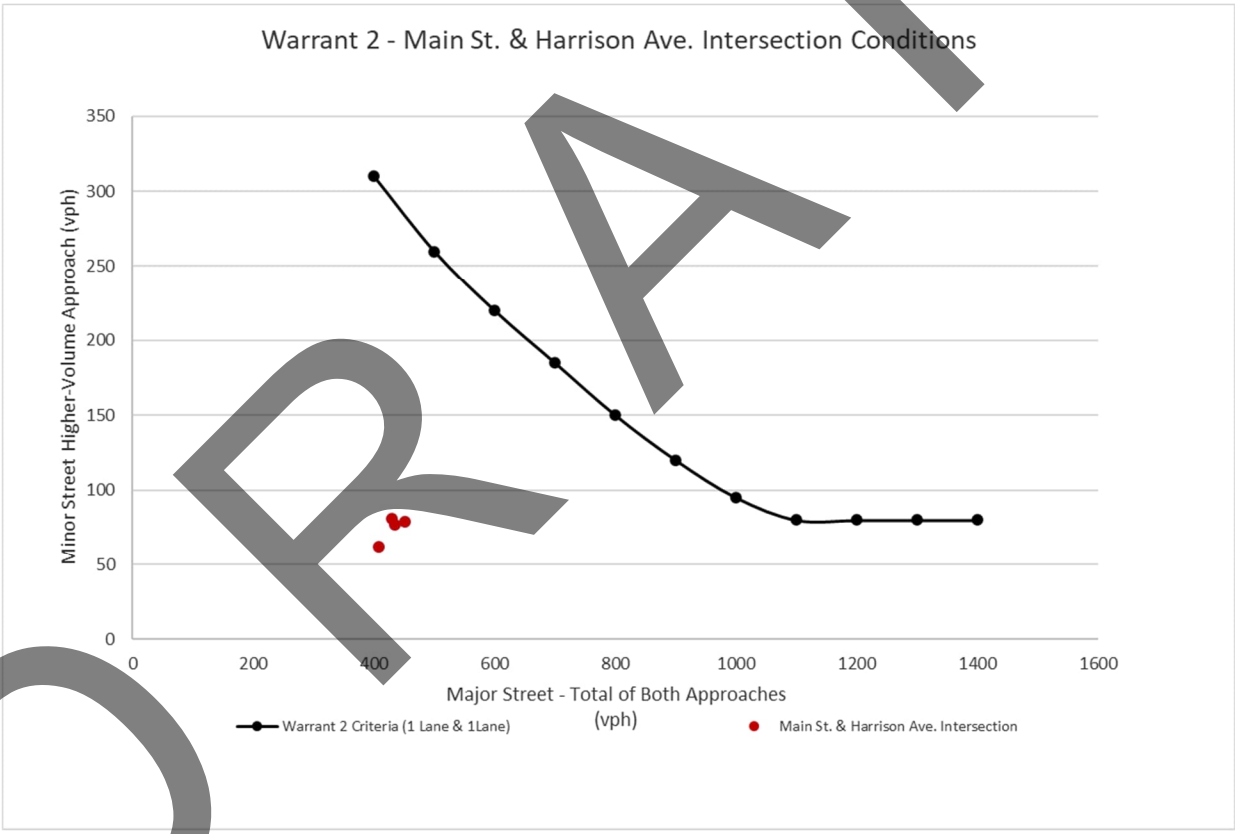
*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

The four peak hours selected for this intersection can be seen in Table 3.

Table 3: Warrant 2 Analysis Results Main St. & Harrison Ave.		
Hour	Vehicular Volume (vph)	
	Major Approach (Main St.)	Minor Approach (Harrison Ave.)
1:15 PM	407	62
2:15 PM	451	79
3:15 PM	429	81
4:15 PM	434	77

These peak volumes are plotted against the "1 lane & 1 lane" curve of Figure 1 in the following figure:

Figure 2



From Figure 2, it can be seen that the plotted points representing the proposed vehicular volumes fall below the applicable curve. Therefore, Warrant 2 is not satisfied.

3.0 WARRANT 3, PEAK HOUR

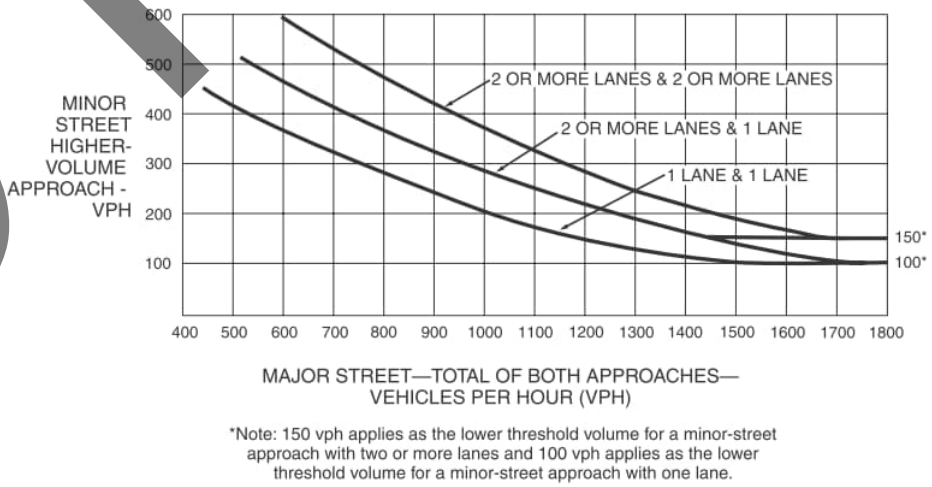
Warrant 3, the peak hour signal warrant, is intended for use at a location where traffic conditions for a minimum of 1 hour of an average day, the minor-street suffers undue delay when entering or crossing the major street. This warrant shall be applied only in unusual cases, such as office complexes, manufacturing plants, industrial complexes, or high-occupancy vehicle facilities that attract or discharge large numbers of vehicles over a short time.

The need for a traffic control signal shall be considered if an engineering study finds that the criteria in either of the following two categories are met:

A. If all three of the following conditions exist for the same 1 hour (any four consecutive 15-minute periods) of an average day:
   1. The total stopped time delay experienced by the traffic on one minor-street approach (one direction only) controlled by a STOP sign equals or exceeds: 4 vehicle-hours for a one-lane approach or 5 vehicle-hours for a two-lane approach; and
   2. The volume on the same minor-street approach (one direction only) equals or exceeds 100 vehicles per hour for one moving lane of traffic or 150 vehicles per hour for two moving lanes; and
   3. The total entering volume serviced during the hour equals or exceeds 650 vehicles per hour for intersections with three approaches or 800 vehicles per hour for intersections with four or more approaches.

B. The plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding vehicles per hour on the higher-volume minor-street approach (one direction only) for 1 hour (any four consecutive 15-minute periods) of an average day falls above the applicable curve in Figure 3 for the existing combination of approach lanes.

Figure 3 - Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Table 4 - Warrant 3 Analysis Results

Table 4: Warrant 3 Analysis Results Main St. & Harrison Ave.		
Hour	Vehicular Volume (vph)	
	Major Approach (Main St)	Minor Approach (Harrison Ave.)
2:00 PM	468	92

The peak hour occurs in afternoon as shown in Table 4 above. These peak volumes were measured against the criteria set in Warrant 3-A as well as the "1 & 1 lane" curve of Figure 4 as shown below.

Figure 4

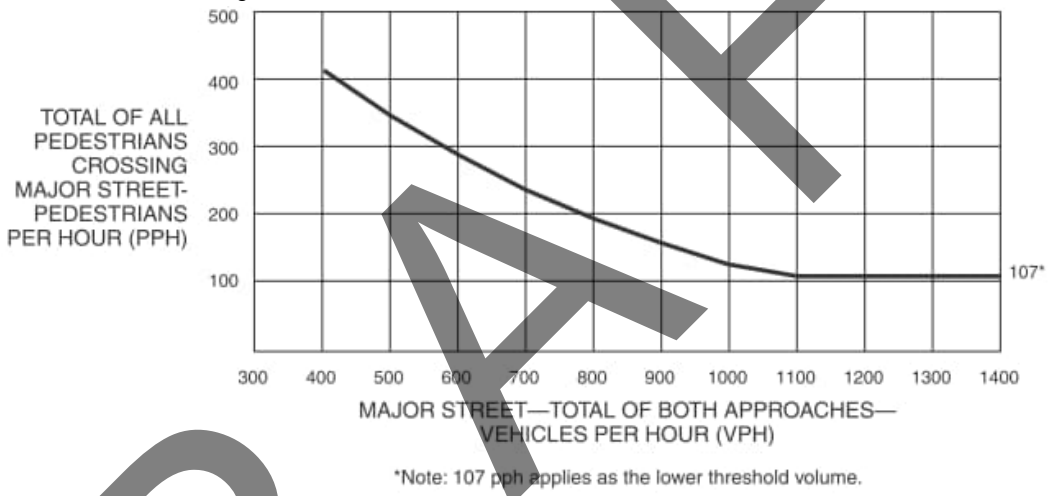
By comparison, the volumes shown in Table 4 do not satisfy Signal Warrant 3-A.2. Signal Warrant 3-B is also not satisfied, as depicted in Figure 4 where the vehicles per hour on the major street approaches and minor street critical approach falls below the "1 lane & 1 lane" curve. Therefore, Warrant 3 is not satisfied.

4.0 WARRANT 4, PEDESTRIAN VOLUME

Warrant 4, the pedestrian volume signal warrant, is intended for application where the traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street. The NMUTCD states that the need for a traffic control signal at an intersection or midblock crossing shall be considered if one of the following criteria is met:

A. For each of any 4 hours of an average day, the plotted points representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) all fall above the curve in Figure 5; or

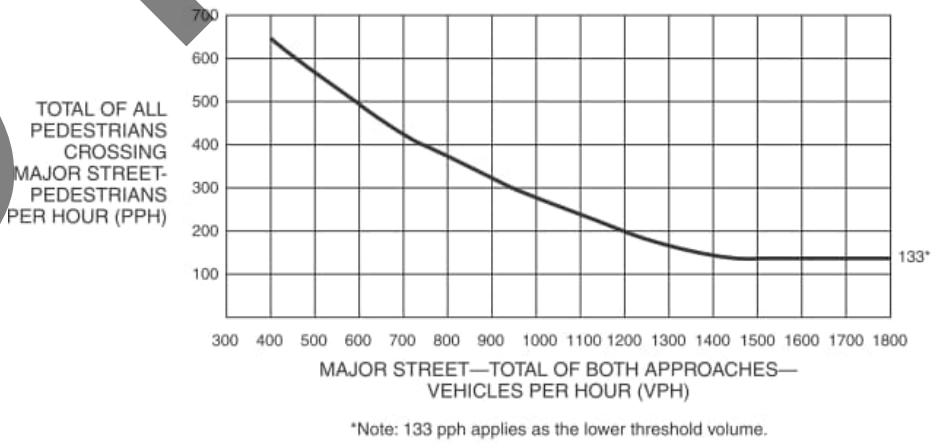
Figure 5 - Warrant 4, Pedestrian Four-Hour Volume



*Note: 107 pph applies as the lower threshold volume.

B. For 1 hour (any four consecutive 15-minute periods) of an average day, the plotted point representing the vehicles per hour on the major street (total of both approaches) and the corresponding pedestrians per hour crossing the major street (total of all crossings) falls above the curve in Figure 6.

Figure 6 - Warrant 4, Pedestrian Peak Hour



*Note: 133 pph applies as the lower threshold volume.

Table 5

Warrant 4-A Analysis Results Main St. & Harrison Ave.		
Hour	Vehicular Volume (vph)	Pedestrian Volume (pph)
	Major Approach (Main St.)	Crossing of Main St.
7:00 AM	466	7
8:00 AM	356	3
9:00 AM	344	1
10:00 AM	280	2

Table 6

Warrant 4-B Analysis Results Main St. & Harrison Ave.		
Hour	Vehicular Volume (vph)	Pedestrian Volume (pph)
	Major Approach (Saratoga Ave.)	Crossing of Main St.
7:00 AM	466	7

During the four-hour study period, a total of 13 pedestrians crossed Main Street at the intersection. The peak pedestrian hour occurred between 7:00 AM and 8:00 AM, during which seven pedestrians crossed Main Street. None of the observed volumes met or exceeded the thresholds shown in Figure 4C-5 for any four-hour period of an average day, and no single hour (four consecutive 15-minute intervals) met or exceeded the threshold curve shown in Figure 4C-6. Therefore, Warrant 4 is not satisfied.

5.0 WARRANT 5, SCHOOL CROSSING

Warrant 5, the school crossing signal warrant, applies where schoolchildren crossing the major street are the primary justification for installing a traffic control signal. The NMUTCD states that a traffic control signal should be considered when the frequency and adequacy of gaps in the vehicular traffic stream, relative to the number and size of schoolchildren groups at an established school crossing, indicate that the number of adequate gaps during the school crossing period is less than the number of minutes in that period, and when at least 20 schoolchildren cross during the highest crossing hour.

Observed school crossing volumes at the Harrison Avenue and Main Street intersection did not exceed 20 schoolchildren during the peak crossing hour. Therefore, Warrant 5 is not satisfied.

6.0 WARRANT 6, COORDINATED SIGNAL SYSTEM

Progressive movement in a coordinated signal system sometimes necessitates installing traffic control signals at intersections where they would not otherwise be needed in order to maintain proper platooning of vehicles.

A. On a one-way street or a street that has traffic predominantly in one direction; the adjacent traffic control signals are so far apart that they do not provide the necessary degree of vehicular platooning.
B. On a two-way street, adjacent traffic control signals do not provide the necessary degree of platooning and the proposed and adjacent traffic control signals will collectively provide a progressive operation.

Neither Main St. nor Harrison Ave. includes a coordinated signal system. Therefore, Warrant 6 is not satisfied.

7.0 WARRANT 7, CRASH EXPERIENCE

Warrant 7, the crash experience signal warrant, is intended for application where the severity and frequency of crashes are the principal reasons to consider installing a traffic control signal. The NMUTCD states that the need for a traffic control signal shall be considered if all the following criteria are met:

A. Adequate trial of alternatives with satisfactory observance and enforcement has failed to reduce the crash frequency; and
B. At least one of the following conditions applies to the reported crash history (where each reported crash considered is related to the intersection and apparently exceeds the applicable requirements for a reportable crash):
   1. The number of reported angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 7 for total angle crashes and pedestrian crashes (all severities); or
   2. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 1-year period equals or exceeds the threshold number in Table 7 for total fatal-and-injury angle crashes and pedestrian crashes; or

Table 7 – Minimum Number of Reported Crashes in a One-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	5	4	3	3
2 or more	1	5	4	3	3
2 or more	2 or more	5	4	3	3
1	2 or more	5	4	3	3

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

3. The number of reported angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 8 for total angle crashes and pedestrian crashes (all severities); or
4. The number of reported fatal-and-injury angle crashes and pedestrian crashes within a 3-year period equals or exceeds the threshold number in Table 8 for total fatal-and-injury angle crashes and pedestrian crashes; and

Table 8 – Minimum Number of Reported Crashes in a Three-Year Period

Number of through lanes on each approach		Total of angle and pedestrian crashes (all severities)[a]		Total of fatal-and-injury angle and pedestrian crashes[a]	
Major Street	Minor Street	Four Legs	Three Legs	Four Legs	Three Legs
1	1	6	5	4	4
2 or more	1	6	5	4	4
2 or more	2 or more	6	5	4	4
1	2 or more	6	5	4	4

[a] Angle crashes include all crashes that occur at an angle and involve one or more vehicles on the major street and one or more vehicles on the minor street

C. For each of any 8 hours of an average day, the vehicles per hour (vph) given in both of the 80 percent columns of Condition A in Table 1, or the vph in both of the 80 percent columns of Condition B in Table 1 exists on the major street and the more critical minor-street approach, respectively, to the intersection, or the volume of pedestrian traffic is not less than 80 percent of the requirements specified in the Pedestrian Volume warrant.

The detailed crash history for the intersection was obtained from the NYSDOT CLEAR Crash Data Viewer for the most recent three-year period from February 2022 through January 2025. During this time period there were a total of 9 crashes reported within the intersection limits, further details are provided in the Tables below.

Table 9 – Intersection Crash Severity

Crash History Period	Personal Injury	Property Damage Only	Non-Reportable	Total
2/2022 - 1/2023	2	2		4
2/2023 - 1/2024		3		3
2/2024 - 1/2025		2		2
Total	2	7	0	9

Table 10 – Intersection Crash Type

Crash History Period	Rear-End	Left Turn	Right Angle	Head-On	Right Turn	Over-taking	Side-swipe	Other	Total
3/2022 - 2/2023			4						4
3/2023 - 2/2024	1		1				1		3
3/2024 - 2/2025	1		1						2
Total	2	0	6	0	0	0	1	0	9

The crash history at the intersection does not indicate a pattern of crashes that would be expected to be correctable through installation of a traffic control signal. No crashes involving fatalities or pedestrians were reported during the three-year analysis period. A review of each individual year indicates that crash frequency has generally decreased over time, suggesting that existing traffic control and other measures may be contributing to improved intersection safety.

A total of six right-angle crashes occurred during the analysis period. The thresholds for both (1) total angle and pedestrian crashes (all severities) and (2) fatal-and-injury angle and pedestrian crashes were not exceeded for any individual one-year period or for the total three-year period. While the total number of reported angle and pedestrian crashes during the three-year period equaled the threshold value of six crashes identified in Table 4C-3, additional volume criteria were not met.

Specifically, the major street traffic volume (VPH) satisfied the 80-percent threshold under Condition A; however, Condition B was not satisfied. Additionally, the minor street traffic volumes are substantially below the minimum values identified in Table 4C-3. Therefore, Warrant 7 is not satisfied.

8.0 WARRANT 8, ROADWAY NETWORK

Installing a traffic control signal at some intersections might be justified to encourage concentration and organization of traffic flow on a roadway network. Warrant 8, the roadway network signal warrant, states that the need for a traffic control signal shall be considered if the common intersection of two or more major routes meets one or both of the following criteria:

A. The intersection has a total existing, or immediately projected, entering volume of at least 1,000 vehicles per hour during the peak hour of a typical weekday and has 5-year projected traffic volumes, based on an engineering study, that meet one or more of Warrants 1, 2, and 3 during an average weekday; or
B. The intersection has a total existing or immediately projected entering volume of at least 1,000 vehicles per hour for each of any 5 hours of a non-normal business day (Saturday or Sunday).

A major route as used in this signal warrant shall have at least one of the following characteristics:

A. It is part of the street or highway system that serves as the principal roadway network for through traffic flow.
B. It includes rural or suburban highways outside, entering, or traversing a city.
C. It appears as a major route on an official plan, such as a major street plan in an urban area traffic and transportation study.

Warrant 8 is only applicable at the intersection of two *major* routes. By definition, Harrison Avenue is not a major route. As such, Warrant 8 is not satisfied.

9.0 WARRANT 9, INTERSECTION NEAR A GRADE CROSSING

Warrant 9, the intersection near a grade crossing signal warrant, is intended for use at a location where none of the conditions described in the other eight traffic signal warrants are met, but the proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign is the principal reason to consider installing a traffic control signal.

The intersection is not in close proximity to a railroad at-grade crossing and therefore, Warrant 9 is not satisfied.

10.0 WARRANT ANALYSIS CONCLUSION AND RECOMMENDATIONS

Table 11 - Traffic Control Signal Warrant Summary

Signal Warrant	Criteria Satisfied (Y/N)
Warrant 1: Eight-Hour Vehicular Volume	NO
Warrant 2: Four-Hour Vehicular Volume	NO
Warrant 3: Peak Hour	NO
Warrant 4: Pedestrian Volume	NO
Warrant 5: School Crossing	NO
Warrant 6: Coordinated Signal System	NO
Warrant 7: Crash Experience	NO
Warrant 8: Roadway Network	NO
Warrant 9: Intersection Near a Grade Crossing	NO

The intersection of Main St. and Harrison Ave. in the Village of South Glens Falls does not satisfy any of the traffic control signal warrants. Based on the completed warrant analysis and evaluation of existing intersection operations, installation of a traffic control signal is not recommended at this time.