

July 28, 2022

John Huggins
Project Coordinator, Health Promotion Center
Glens Falls Hospital
100 Park Street
Glens Falls, NY 12801

RE: Glens Falls Bike Improvement Demonstration Day

Dear Mr. Huggins:

On Wednesday July 13th, 2022, a street takeover event was held called Take a Bike in the City of Glens Falls, NY. Temporary bike lanes and pedestrian bump outs were painted around a single city block to demonstrate different bike lane configurations. The project was funded by a NYS DOH grant through the Glens Falls Hospital. A survey was provided to all participants that also entered them into a raffle for various donated prizes, including a new bike donated by a local bike shop.

123 survey responses were received; 58.5% of respondents were Glens Falls residents. The general consensus was that the addition of bike lanes within the city would be a positive. In general, the top three reasons people don't bike more is because the Roadways are too busy/cars are too fast (24.6%), Lack of bike lanes/path (22.3%), and Existing roads are in poor condition (16.2%).

There were four different bike lane configurations painted onto the city streets. Bay and Ridge Streets utilized the right shoulder/parking lane to create a 2' buffer zone and 6' bike lane. East Washington Street used sharrows to indicate that vehicles needed to share the road with the bicyclists. Along Maple Street, the center line was shifted 3' and driving lanes were reduced from 11' to 14' to accommodate 2 different bike lanes. The east section of Maple Street features a bike lane between the travel lane and parking lane. The west section of Maple Street moved the bike lane to be between the parking lane and the sidewalk.

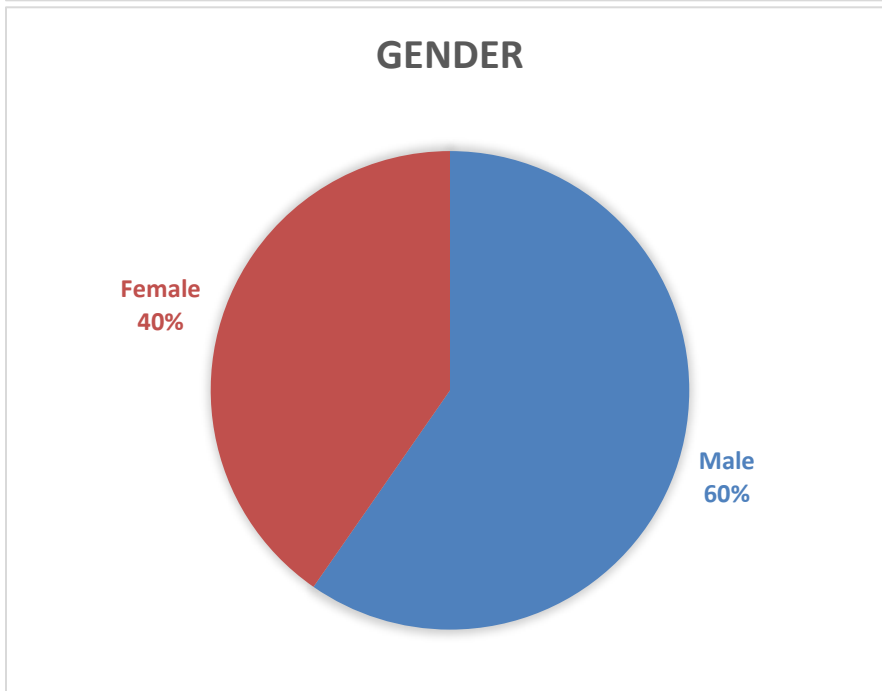
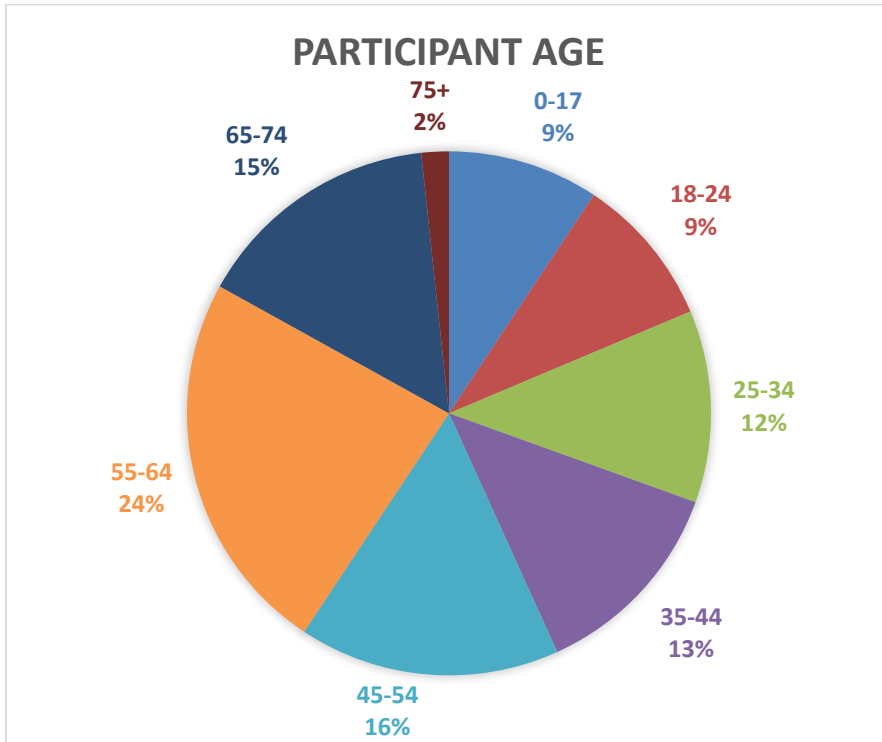
The various bike lane configurations were all ranked from 1 (uncomfortable) to 5 (very comfortable). The Bay Street and Ridge Street configuration received the highest ranking, with average ratings of 4.39 and 4.32, respectively. The Maple Street protected bike lane section, which provided a 6' bike lane between the parking lane and sidewalk, was the next highest rated configuration, with a rating of 4.13. The Maple Street striped bike lane section, which provided a 6' bike lane between the travel lane and the parking lane had a rating of 3.78. The E. Washington Street sharrow configuration was the least preferred, with a rating of 2.71. Based on these ratings the most preferred configurations involved a dedicated bike lane with some form of buffer or protective barrier.

Safety and education were both important points that many people mentioned in their comments as either an insight on why they gave the ratings for the roadways or as additional improvements that are needed. Safety issues included increased signage and pavement markings for bike lanes to



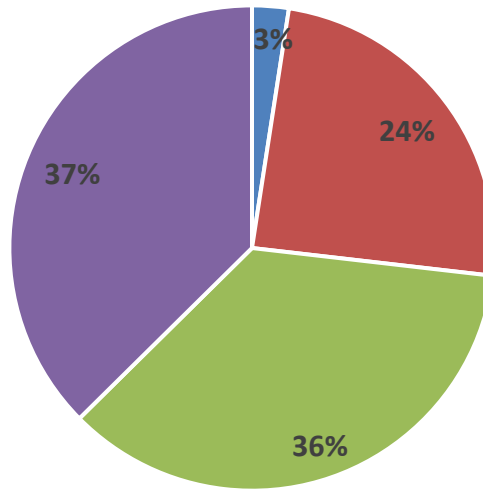
better alert drivers that bicyclists are on the roadway. Education comments were geared towards educating drivers that they are required to share the road with bicyclists.

A summary of all of the data is shown on the following pages including all comments written on the surveys.



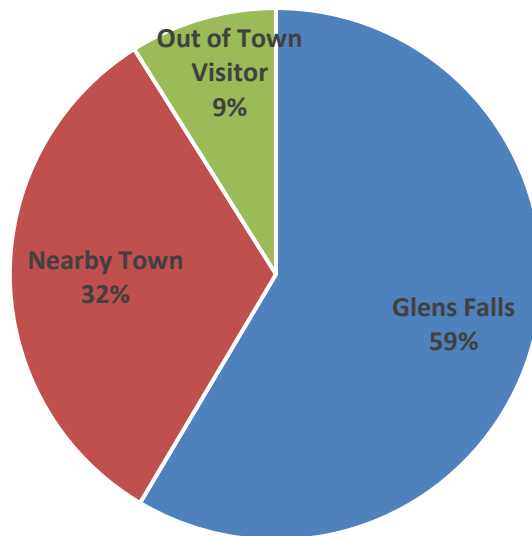


WHAT TYPE OF CYCLIST ARE THEY:



- I don't like to ride on roadways
- Interested but roadways need bike lanes
- Enthusied as long as there are bike improvements
- Strong and willing to ride on all roadways

WHERE ARE THEY FROM:



- Glens Falls
- Nearby Town
- Out of Town Visitor

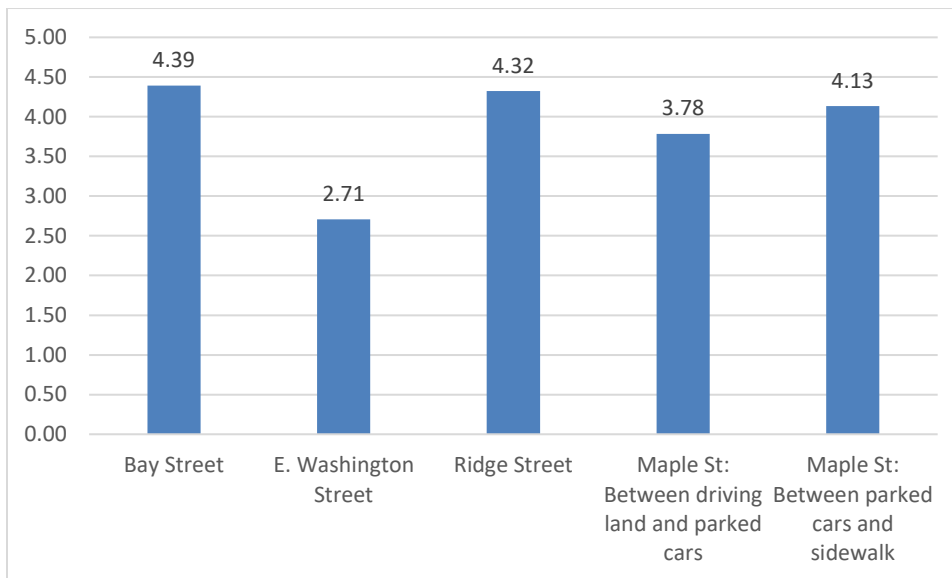


What prevents you from biking?

- Lack of bike lanes/paths = 73
- Roadway is too busy/cars are too fast = 81
- Weather conditions = 30
- Existing roads in poor condition = 53
- Not enough bike parking = 27
- Lack of bike path signage = 17
- Inability to carry things = 11
- Traveling with children = 10
- Too far away = 4
- Not physically able to = 0
- Lack of interest = 0
- Bike ownership = 1
- Don't feel safe = 21

Other: No shoulder. Lazy. Presence of distracted drivers. Public not educated enough to ensure safety. Have a scooter. Nothing. Too busy. Narrow shoulders. Wish all schools had a bike lane for students. Safe bike parking secure.

Comfort Rating of Each Street



Did they feel safe in the bumpouts?

Yes: 98
No: 9

Insights for the comfort ratings:

Needs physical barrier between parking and curb



I like riding next to traffic because cars can see me. We already have sharrows in front of the hospital. I don't mind it/like it, because traffic is slow and congested. So, I feel like the sharrows tell the driver that I am on of them

Recently witnessed accident. Can't have enough signage for drivers

Safety most important for bicycling

The buffer space was excellent. The shared lane was scary because cars around here are not accustomed to it.

Need Sanford St lane to potentially new park. Feel safer legally to have marked lanes

Didn't feel like the cars felt we should be there

Hard to share w/cars when road is busy

The dedicated bike lanes felt safe but with parking might causing problems with car doors being opened suddenly. The shared bike lane felt less safe because of the cars

Buffer space makes me feel more safe

Cars would not look for bikes on the passenger side of the car and would use the bike lane to park.

I prefer the bike lane between the driving lanes and parking. Not so much next to the sidewalk.

Concerns about ped awareness

No one tried to get out of a car or park that would change my rating

Bike lane inside parked car (big plus). I liked the green stripes.

Felt most safe with buffered lanes, not too fond of sharrows

#4: I was waiting for a driver to open a door in my face. #5: felt very safe

E Washington was a bit tricky merging and not really sure who had right of way between cars and bikes

I am comfortable with lanes set for bicycles. When share space with cars - less comfortable.

The shared lane markings don't provide much I think - drivers ignore them.

Not much traffic so all roads felt safe riding near parked cars - worry about car doors opening

E Washington felt too risky and uncomfortable

Idiots are going to open their door with no care

Some of the pavement was rough/potholes

Sharrows are fraught. Buffered feels safe.



The only lanes that really felt safe were the ones that had protected buffered.

When riding between parking and sidewalk, no place to go when passenger opens door which they do without looking. Works better in higher volume of bicycles, so can expect bike to be there

Not uncomfortable in most any conditions albeit winter usually more difficult though I still ride all year round

There's a lot of deterioration on E Washington St. Poorly managed. There are a lot of aggressive drivers.

I don't feel comfortable riding when it is busy.

How busy they were.

Not having lanes + parked cars seems dangerous.

I am an experienced cyclist and feel pretty comfortable on roads but the shared lanes make me a bit uncomfortable.

Any barrier between me and potential interactions with cars are welcomed!

Experienced road biker so comfortable riding in road. Shift in and out on maple makes bikes unpredictable. Maple between curb and parking seems very protected but likely hazard from doors + pedestrians. Bikes are invisible to cars until they appear suddenly at intersection or driveways.

Coming from Donner, any/all of those improvements would encourage more bike centric traffic

Good spacing

Risk of car door for 4s (but more comfortable having a lane ultimately)

Bay St- protected + clear to driver + cyclist
E. Washington St- not clear to drivers + cyclists
Maple St- could be doored at any moment

Not sure if cars anticipate bikes re: opening doors etc if not used to bike lane

sharing with cars. Kids is challenging, especially with a 2 year-old in trailer.

Going between cars and parking is not comfortable because people may not see the bikes when parking.

Buffer space and lanes allowed me to be far enough away from other cars to feel safe

There was less traffic on Ridge St. I'm worried about someone opening a door and trapping me

The dedicated bicycle lane helps provide visual barrier for cars/bikes

Car doors are a risk whenever bike path is beside parked cars. Any bike path that removes car lanes is good because it slows traffic



E. Washington St.- distracted drivers

Maple St.- don't want to be doored. U.S. doesn't do dutch reach.

Other Improvements:

Widen bike lanes; lanes that are next to road, not "attached (dedicated bike lanes)

More sheriffs in Queensbury roads to control speeders, texting and talking on phone

Painting bike lanes with green paint makes them slick in the rain

Designated areas, obvi. But signage telling drivers to share the road puts them on alert and gives ownership to the biker.

Improved maintenance - plowing and street sweeping in bike lanes

Thank you!

Drivers being more aware/tolerant of cyclists

Just this would be awesome

Lots of signage for motorists to know it is an area bikes travel

Thanks for doing this! :)

The worst is the drains, manhole covers, potholes on the side of the road. Not to mention the pedestrian bump outs.

Cyclists that follow regulations. Better driver awareness.

Clearly marked bike lanes - yearly repainted

City campaign

Improved signage to remind all parties about biking and driving safety

Bike repair stations. Lighting at night. More bike lanes to shopping.

Eliminate parking on major roads

Law enforcement enforcing safety for bicycles

Smoother pavement

None

Bike boxes

Bike box for turn off E. Washington, extended bump out was very nice.

Clean Country Club Road bike path



For Bay St + Ridge St style, plenty of no parking signs to make it clear to motorists than this is a bike lane only.

car and many car of big car that very save

Traffic calming measures (motor traffic in more narrow lanes, more frequent signed stops, traffic islands, etc.)

Signage

More bike parking - better signs or drivers to be aware of the biking community in G.F - Nice Job

Signage to help with over all awareness

Honestly - "only" losing 15 parking spots is not "only"

Less potholes along with maybe lights?

Dedicated bike lanes

On many of the residential streets in town I'd love to see some sort of traffic calming measures to slow traffic. Many of these streets are wider than they need to be, and, as a result, cars go too fast. Is it possible to have speed bumps/humps, or maybe temporary planters to narrow the streets in spring/summer? (Coolidge, Horican, Lincoln)

Resurface rather than ignore crumbling edges or road.

Mandatory education for drivers of motor vehicles.

One way streets.

Narrow grates on sewer/stormwater, limit parking near intersections to boost visibility, bike boxes at intersections

Drainage grates perpendicular to traffic flow

More bright yellow high visibility signs

Educate all users- pedestrians, drivers of cars, trucks, motorcycles, and bicylists- people-powered, gas, electric...

Not sure

Poles around the whole path

Bike lanes

More bike lanes throughout the city

At crosswalks with buffer space lane + cars parked in road may cause driving cars less visibility when a biker/walker is crossing. Rider has to inch into road before car can see them.



Flashing light or raised crosswalk

Enforcement of speed and safe passing

Smoother road surfaces

Flashing lights at crosswalks

Physical permanent barriers and places to park bikes at popular destinations

Stoplights could signify when bikes should go

Signage and clear road markings

Awareness for drivers about cyclist

Safe dedicated bike routes to schools

More bike lanes town wide

At least a marked shoulder of 2-3

Safer sidewalks when road not available. More bike trails

Buffers and separate lanes

Signage and dedicated trails

It's mainly about cars paying attention. I don't trust the drivers.

Signage/road paint for lanes. Improved road conditions/fixed potholes

Walls

Enforce no trash cans in existing bike lanes ie West Mountain Rd, Dixon Rd, and other area shoulders

Education- letting drivers know bikes share roadways.

Summary

Overall, the bike demonstration day was a success and was welcomed by the community at large. We received a lot of positive feedback and will hopefully be able to use that further promote biking in and around the City of Glens Falls.

Respectfully submitted,

LaBella Associates

F. Benjamin Wolfe, PE
Transportation Project Manager