

Pedestrian Safety Issues

1/20/2021

Ref. No	Location	Concern	Traffic Safety Committee Recommendation (Jan. 7, 2021 Mtg)	Recommendations	Cost Estimates
1	SR 303 corridor from Boston Mills Rd to SR 91. Intersections including Atterbury Blvd, Storage Driveway, Library St, First St	How to improve pedestrian safety at crosswalks along corridor including storage facility sight distance under RxR overpass?	Evaluate & implement separate crosswalk signal phasing, additional signage, & striping. Monitor and evaluate long-term solutions.	Staff has applied to ODOT for funding of Safety Study of corridor and anticipates hearing from ODOT in February with the status of funding. Notice expected in February 2021.	To Be Determined. (TBD)
				Staff will report back to Council with an update on the study of these intersections in March 2021.	TBD
				Signal operations to be evaluated by traffic consultant as part of Adaptive Signal Upgrades. New striping upgrades included with 2021 striping program.	Part of Adaptive Signal Project
				Striping upgrades planned with 2021 striping program.	\$750/Crosswalk
2	Intersection of Clinton St., Aurora St and N. Main St (SR 91).	How to improve pedestrian safety at crosswalk?	Separate crosswalk signal phase for pedestrians.	The Traffic Safety Committee recommends evaluation of timings by consultant at this intersection prior to implementation to determine delays to vehicle traffic along in this area.	Study < \$5k
				In-lieu of a separate pedestrian-only phase, evaluative use of a Leading Pedestrian Interval (LPI) that would turn on the 'Walk' indication for 3-7 seconds before turning on the adjacent green indications for vehicles, allowing a pedestrian time to enter the roadway and be more visible to a turning vehicle who should be yielding to them.	Study = \$3500 (approx.)
3	Aurora St. at College & Oviatt St intersections	How to improve pedestrian safety at unsignalized crosswalks?	Review site distances, accident data, signage and striping.	Staff has evaluated site distances at each intersection. Trees along RW pose some obstruction at both intersections.	TBD
				Intersection of College St/Aurora St has site distance along west leg of Aurora St due to street vertical geometry. Striping to be upgraded with 2021 program. Advance signs.	Study < \$5k
4	SR 91 at Stoney Hill intersection	How to improve pedestrian safety at crosswalk?	Separate signal phase, signage and striping.	Staff to review use of Leading Pedestrian Interval (LPI) as noted above. Striping will be upgraded with 2021 program. This intersection will be included in Adaptive Signal Project.	Currently In-Design
5	SR 91 and Veterans Way	How to improve pedestrian safety at crosswalks?	Separate signal phase, signage and striping.	Staff to review use of Leading Pedestrian Interval (LPI) as noted above.	Not Applicable (NA)
				Striping will be upgraded with 2021 program.	\$750/Crosswalk
				This intersection will be included in Adaptive Signal Project.	Part of Adaptive Signal Project
6	SR 303 and Roslyn	Request to improve safety of crosswalk via RRFB or other improvement.	Not Discussed at January Traffic Safety Committee	This intersection is not within a school zone and not eligible for RRFB per the current policy. The City strongly recommends that students use Oviatt which has a crossing guards.	NA
				Staff reviewed the crosswalk concerns with Schools in January 2021. The City is working with the schools on educating students to utilize City crossing-guard crosswalks. We do have this intersection in the striping upgrade in 2021. Staff is studying this intersection to determine if RRFB's can be utilized based on pedestrian volumes.	March, 2021
7	Stow Road at Hudson Aurora Road	Intersection seems dangerous for pedestrians	Not Discussed at Traffic Safety Committee	Staff to review use of Leading Pedestrian Interval (LPI) as noted above. Ideal candidate for LPI as "test case" due to stand-alone intersection.	Study = \$7k (approx.)
				Striping to be upgraded with 2021 program.	\$750/Crosswalk
8	Herrick Park Drive (existing sidewalk and future sidewalk locations)	How to increase pedestrian safety along existing and proposed sidewalk that is close to pavement edge.	Pavement reflectors, delineators, striping, signage, overhead lighting and upcoming sidewalk design all discussed.	The Raised Pavement Reflectors were not recommended due to potential conflicts with bicyclists.	NA
				Staff is in the process of installing sign post reflectors on existing signage and updating speed limit and curve signage. In addition, reflective white edge lines will be implemented along the roadway edge which will alert drivers to roadway edge and provide some traffic calming as the roadway will appear narrower.	\$1500 for White Edge Lines along Herrick Park Drive
				New sidewalk to be installed maximizing offset from roadway without impacting private property. Stripe edge.	NA
				Staff will monitor this corridor after short-term solutions are implemented.	Long term solution cost range = Lighting @ \$15,000/location. Roadway traffic calming cost = \$50,000 - \$75,000

Existing Crash Map

9	SR 91, SR 303 Aurora Road	Existing crash data at various locations from Hudson Police Dept.	Staff recommends performing a Downtown Pedestrian Study of SR 303, SR 91, Aurora St. and the 1st and Main Downtown. Study not appropriated in 2021.
10	Stow, Middleton, Norton, Barlow, Sunset and Beckwith pedestrian crashes.	Existing crash data at various locations from Hudson Police Dept.	These locations will be reviewed by staff and changes, additions or other safety measures will be analyzed and implemented as warranted. Staff will monitor these areas for any future issues following the implementation of additional measures.