

Cottage Road Traffic & Safety Public Forum

November 15, 2017

Safety Issues

General Safety Issues

- Traffic in the focus area exceeds 10,000 cars per day.
- Environmental cues are missing that would announce to motorists that they are entering an area where more pedestrians are likely to be encountered.
- Parking is generally limited.
- The new zoning may change how motorists access properties on the corridor.
- Lots of distracted driving & drivers failing to yield to pedestrians has been noted.
- The posted speed of 30 mph is too high.

Issues Contributing to Reduced Visibility

Parking

- On-street parking between Pillsbury and Sawyer makes it hard for people using driveways to see and be seen.
- On-street parking near Gaudy reduces visibility for drivers making left turns westbound onto Cottage.
- An issue is that cars are currently parking right up to driveway openings and crosswalks – a 10' gap next to driveways and 20' gap next to crosswalks would be better (per Steve).
- Drivers turning right onto Cottage from Pillsbury may not be able to see that people are parking in the on-street spaces because parked cars are blocking sight lines.

Loading

- Trucks loading and unloading near Pillsbury reduce visibility.

Road Alignment and Striping

- The curve at Pillsbury reduces drivers' reaction time to pedestrians using the crosswalk as well as and drivers using on-street parking spaces. The stop bar at Pillsbury is set too far back from the intersection.
- A slight bend at Mitchell reduces visibility there.

Issues Related to Pedestrian Facilities

Pedestrian Facility Issues

- Crosswalks are longer than necessary.
- Sidewalks are in need of repair.
- Sidewalks in the commercial area are relatively narrow.
- Crosswalks at Mitchell, Davis, Gaudy and Pillsbury have been identified as needing improvements to increase their visibility to motorists.
- Crosswalks are not well lit.
- There's an awkwardly placed curb-cut at Cottage and Goudy that's hard for wheeled vehicles.

Issues Related to Bicycle Facilities

Bicycle Facility Issues

- Bicycle markings (bike lanes or SLM's) are absent past Sawyer Street.
- Drivers exiting parked cars don't necessarily check to see if a bicyclist is approaching before opening their car doors.

Data Collection

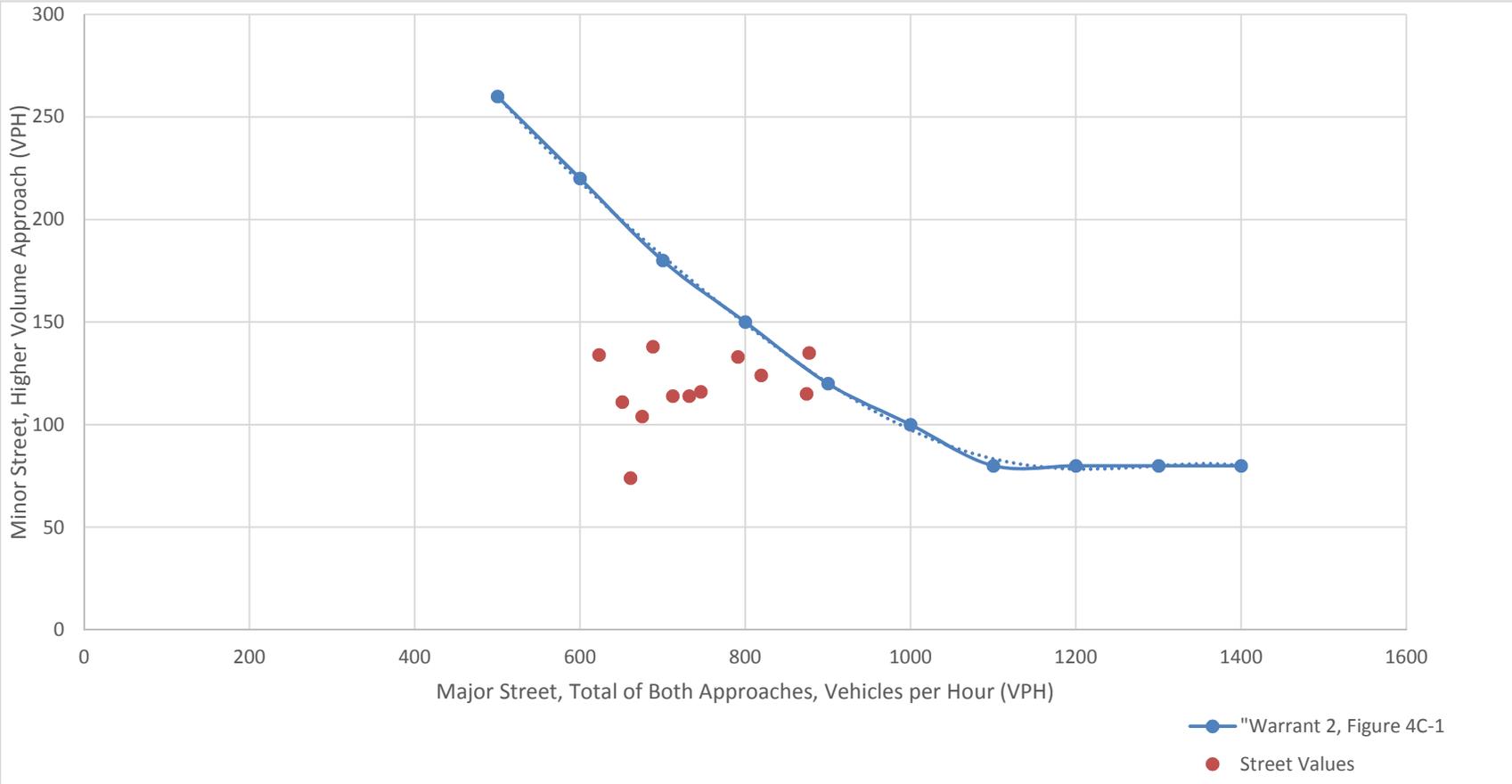
Cottage & Pillsbury Signal Warrant Analysis

Warrant 2

No Right Turn Discount
One Lane Major Approach

Standard:

The need for a traffic control signal shall be considered if an engineering study finds that, 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 4C-1 for the existing combination of approach lanes. On the minor street, the higher volume shall not be required to be on the same approach during each of these 4 hours.



Crash Diagrams

Draft Improvements Plan for Discussion Purposes

Includes Demonstration Pilot Tests

Discussion

Next Steps

- Traffic & Safety Group will consider tonight's input and make changes to the draft plan.
- Sebago Technics will develop an estimated budget and cost for the improvements.
- We will request a City Council workshop to present the Traffic & Safety Group's recommendations.
- A funding request for Cottage Road improvements will be included in the Planning Department's FY18/19 CIP submission.
- We may seek to amend a PACTS grant to cover more of the cost of the improvements—although this could delay construction by a year.