

Minutes of Bike/Ped Meeting re Cottage Road
Planning Department
October 25, 2017
7:30- 9 AM

Members present

Alan Mills, Bike/Ped Comm.; Tim Pinette, resident ; Jim Wilson, Fire Chief; Steve Sawyer, Sebago Technics; Sue Henderson, Councilor, Bike/Ped Comm.; Todd Bernard, resident; Rosemarie DeAngelis, Chair Bike/Ped; Jim Tasse, Bike/Ped Comm; Erik Weisenburger, Bike/Ped Comm; Jennifer Claster, Bike/Ped ; Tom Peterson, resident; Angie Eules, resident; Laura Mauldin, resident; Brenden Westin, resident; Charles Haeuser, Planning Director

Minutes of Oct 11th accepted

Review of Objectives/Principles and comments from web site

Rosemarie, for benefit of new members, reviewed Objectives/Problems identified at the last meeting

- Fix curb-cut awkwardly placed at Cottage/Goudy esp. difficult for wheeled vehicles
- Extend bike lanes past Sawyer toward Cape
 - Or use shared lane markings (SLMs) due to insufficient width
 - Parking is not to occur in designated bike lanes with some exception church services times
- Lefts onto Cottage from Goudy westbound: parking prevents adequate visibility
- Look at changes to ingress/egress resulting from new zoning that will enable redevelopment and/or new businesses
- Slight bend at Mitchell; visibility poor; need crossing improvement, cross
- Lots of distracted driving
- Speeds—need to slow speeds—use physical items in road like crosswalk cones
- Backing into parking spaces and drives is a good way to reduce accidents—education campaign
- Mitchell at Cottage is also a tough ped crossing, cars go fast, children cross here

Report on Data Collection: Steve Sawyer. (See handout distributed to group) He noted that the DOT considers Cottage Road a “major urban collector” In terms of how DOT would prioritize spending; he thinks Cottage Road would rate a four out of five, with one ratings top priority. State does not feel there is a seasonal issue with this road; rather, it is an urban road with repeat daily volumes related to people going to work. The number of cars/day is an average and not related to peak times of travel. Steve felt the issue for the state is funding priorities. He noted that speeds recorded are not significantly higher than what is posted. It was noted that historically, the speed limits are set according to the 85th percentile of driver speeds and that signs really do not control speed.

Discussion

- Where do additional speed studying?

- Homestead—Fairlawn; Goudy—Edgewood, Davis and Pillsbury.
- Posted speed limit of 30 mph is too high at Pillsbury
- Crashes show people are not expecting to be coming into a village situation—whole stretch needs to be taken together relative to crashes
- Need to look at Traffic Schedule re: allowed parking spaces
- Need to look at parking spaces relative to drives, streets, crosswalks
- Crashes past Pillsbury may be from Pillsbury drivers whipping around onto Cottage
- There is enough traffic on Cottage for a traffic light but not enough on Pillsbury.
- There is one high crash location on this corridor. The state records records accidents when there is greater than one thousand dollars damage to vehicles or people (see hand out) A lot of accidents recorded around Pillsbury and Fairlawn
- MDOT criteria relative to high crash designations, etc., isn't meaningful; importance is process—why are accidents happening? Many near misses don't get counted.

The meeting for Community Members will be on November 15th. Time and place to be announced. After that is confirmed, event should be advertised. The event will be called Cottage Road Traffic and Safety Meeting.

Members here should post on their Face Book pages, Tex will post of all on City web sites, such as the paper and web site, and Rosemarie will contact the Sentry and Forecaster, school messengers if possible.

At our next meeting we will begin with item five on today's agenda. Our next meeting in Nov 8 at 7:30 and then Nov 22 and Dec 6.

At the Round Robin: Resident appreciation was appreciated, it was noted that cars do not slow for cross walks, we should act to prevent a tragedy, we should do whatever we can to improve traffic safety, amazed that there are not more accidents, DOT's data does not reflect close call, there is a meeting on Nov 2 at the main library to discuss traffic on the Broadway corridor. This is the third meeting on the topic. Is relevant to work of this committee re how traffic impacts life in South Portland.

Recorder Sue Henderson