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
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.