

Cottage Road Traffic & Safety
COMMENTS/SUGGESTIONS and RESPONSES

COMMENTS OR SUGGESTIONS			STAFF RESPONSE		
Date	Commenter	Comment or Suggestion	Date	Staff Responder	Response
10-17-17	Ellen Zimmerman	<p>Dear Mr. Hauser:</p> <p>I live on Goudy Street and realize there is a huge Cottage Road traffic volume, especially during the summer. Not sure what can be done about the volume, but it is difficult to turn from Goudy Street onto Cottage Road, due to heavy traffic, negotiating four traffic routes at that crossroad from Goudy and Elsmere, plus parked cars on Cottage Road, blocking the view as one is attempting to enter Cottage Road from Goudy Street. Also being a school child, other pedestrian or bicyclist crossing Cottage Road is hazardous at that intersection.</p> <p>Possible suggestions: No parking on Cottage Road, where it interferes with drivers views to enter Cottage Road? Maybe a blinking yellow?/red? light to make it safer? I do not claim to be a traffic expert, so just a couple of thoughts.</p> <p>Thank you for the work you do.</p> <p>Appreciatively, Ellen Zimmerman 50 Goudy Street</p>	10-18-17	Tex Haeuser	<p>Dear Ellen,</p> <p>Thanks for your comments and suggestions. We will look at the issue of Cottage Road parking interfering with the views of drivers entering Cottage Road, including at Goudy. Not to jump ahead, but I think the Goudy crosswalk would be a good candidate for a rectangular rapid flashing beacon (RRFB). However, we will need to do more than that to get the cars on Cottage to slow down and pay close attention.</p>
10-24-17	Joyce LaRou	<p>Dear Mr. Haeuser,</p> <p>Anyone who has resided here all their live would say Cottage Rd. traffic has had a dramatic increase in recent years. Several times a day the increase of flow of traffic on Cottage is a pain in the neck and unsafe for bikers and walkers trying to get across the street. Since Elsmere BBQ has opened its doors, I can not see beyond the parked cars either looking left or right while creeping the front of my car into the middle of Cottage. It is dangerous. My vehicle is not a high profile one so I truly can not see what is approaching on Cottage as I try to get out of Goudy St. I do believe parking needs to cease on Cottage Road back far enough so we can ease into traffic safely. Lastly, from 2pm -6:30pm the flow increases on Cottage, the lights are not timed properly for an even flow thus backing up Broadway and Cottage, Sawyer/Cottage and Pillsbury/Cottage. It is unsafe in front of Sam's and Cape Vet and David's. My hope is there something that can and will be done before someone is hurt in this area.</p>	10-24-17	Tex Haeuser	<p>Joyce, thank you for your email. I am noting your thoughtful concerns and will bring them to the attention of our Cottage Road Traffic and Safety group. For more information, please see our webpage here.</p> <p>Best wishes, Tex Haeuser</p>

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		Sincerely, Joyce LaRou			
11-14-17	Lisa Tavis	<p>> Hi Kate,</p> <p>> Do you know of anyone who might be at this meeting and might be willing to advocate for a few issues listed below? Or maybe forward my email to someone on the committee? We live on Cottage Rd #519, on a very busy corner w/ a blind drive. We are well aware of how busy the traffic is. I wish I could attend this meeting, but I'm out of town for work.</p> <p>> I would like to see the crosswalks re-painted and I would love to see flashing lights put in at Elsmere and the crosswalk by the new Rosemont market. The latter might be in Cape.</p> <p>> Also, the sidewalk on the Goudy street side of Cottage Rd is a mangled mess! It's treacherous in the winter and the overgrowth of bushes, which probably need to be dealt w/ by private residents, forces people out into the road. The uneven, narrow sidewalk is particularly unsafe for our elderly and mobility challenged citizens.</p> <p>> Lastly, I will mention that in the winter months, the city fails to fully clear the side walk in front of our house every time we have snow. The distance between the telephone pole and stone wall is too narrow for the the large city snow blower to squeeze between. This area is never cleared, again forcing pedestrians to walk around the telephone pole into the street. This wall of snow also creates a visual barrier to on-coming traffic for drivers trying to pull out of Woodland Rd onto Cottage.</p> <p>> Thanks for your updates and emails! Very helpful.</p> <p>> Lisa Tavis</p>	11-16-17	Tex Haeuser	<p>We notified Matt Sturgis, the CE Town Manager, about our meeting and included an invitation for Cape residents to attend. With the coming of the Rosemont market, that I frankly hadn't heard about until last night, I will set up a coordination meeting with the Cape planner, Maureen O'Meara, to discuss how our Cottage Road improvements would fit with any plans Cape has or could have.</p> <p>We will be looking to try to have flashing ped-activated beacons in several locations, including at the southern end of the corridor.</p> <p>We will work with the Public Works Department on the various sidewalk issues that have been identified and also the sidewalk plowing situation.</p>
11-15-17	Multiple People	Input from the 11-15-17 Public Forum at Small School.	11-16-17	Tex Haeuser	See Notes under Agendas and Minutes.
11-25-17	Jane Haugen	TO TEX H. MY HUSBAND AND I LIVE AT 20 FAIRLAWN AVENUE IN SOUTH PORTLAND. I WOULD LIKE TO BRING UP ANOTHER PROBLEM THAT THE PEOPLE LIVING ON FAIRLAWN AVENUE GO THROUGH EVERY DAY. THAT IS - SEVERAL YEARS AGO, DAVIS STREET WAS MADE A ONE WAY STREET. NOW, YOU CAN ONLY ENTER DAVIS	11-27-17	Tex Haeuser	<p>Dear Jane,</p> <p>Thank you for this information. It is understandable, in hindsight, that you would be having this unintended consequence of making Davis one-way. I will bring the issue to our group, including the idea of a speed</p>

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		<p>STREET FROM COTTAGE ROAD. SINCE THAT TOOK PLACE, EVERYONE DRIVING FROM CAPE ELIZABETH WHO WISH TO GET TO COTTAGE ROAD MUST COME UP OUR STREET, FAIRLAWN AVENUE. MOST OF THE TRAFFIC ON MITCHELL ROAD DRIVES MUCH FASTER THAN THE 35 MPH STATED ON THE STREET SIGN. AS THEY TURN ONTO FAIRLAWN TO GET TO COTTAGE, THEY ARE STILL GOING MUCH TOO FAST. TWICE MY HUSBAND AND I HAVE COLLECTED SIGNATURES TO SLOW PEOPLE DOWN ON THE PART OF MITCHELL ROAD WHICH IS IN SOUTH PORTLAND. IT HAS BECOME VERY DANGEROUS THERE, AND ON OUR SECTION OF FAIRLAWN AVENUE, NOTHING HAS EVER BEEN DONE TO IMPROVE OUR STREET OR FORCE PEOPLE TO DRIVE MORE SLOWLY. I KNOW IT IS EXPENSIVE TO REPAIR OUR ROADS FOR SAFETY, BUT PERHAPS WE COULD HAVE ONE OR MORE HUMPS PUT ON FAIRLAWN TO SLOW PEOPLE DOWN. FAIRLAWN AVENUE, MITCHELL ROAD IN SOUTH PORTLAND AND COTTAGE ROAD DO NOT HAVE SAFETY WITH ALL THE TRAFFIC WE NOW HAVE. ANOTHER POSSIBILITY IS TO INSTALL A PERMANENT SIGN WHICH FLASHES THE SPEED AT WHICH PEOPLE ARE DRIVING. WESTBROOK STREET IN PORTLAND HAS A VERY EFFECTIVE FLASHING SIGN WHICH FORCES PEOPLE TO DRIVE SLOWER. I APPRECIATE YOU READING THIS LETTER, AND SINCERELY HOPE YOU WILL HELP OUR NEIGHBORHOOD BECOME A SAFER NEIGHBORHOOD TO LIVE IN. JANE HAUGEN</p>			<p>table on Fairlawn given the difficulty, I would think, of returning Davis at this point to two-way.</p> <p>Sincerely,</p> <p>Tex Haeuser</p>
11-30-17	Dick Matthews	<p>Thank you for your response. I'm in that area a lot and I watched as some bikers were almost hit and walkers because it seems to cause more congestion. Not a complaint, just observation. What about emergency vehicles</p> <p>Dick</p>	11-30-17	Tex H.	Will share with the committee.
11-30-17	Mollie Stanley (sp?)	<p>Phone message: Works at business on Cottage Road (in Cape). Bump-outs are dangerous; bad for bicyclists and people making turns.</p>	11-30-17	Tex H.	Will share with the committee.
11-30-17	Lloyd Wolfe	<p>Phone conversation: Lives in neighborhood. Comments:</p> <ol style="list-style-type: none"> 1. Where are the bikers going to go? 2. How will the snowplow drivers plow the road? 3. Witnessed vehicle making right from Fairlawn onto Cottage having to go into the oncoming lane. 	11-30-17	Tex H.	Will share with the committee.

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		<p>4. Giving up needed parking spaces. Going to be a disaster!</p>			
12-1-17	Bill Boutwell	<p>Hi Stephen,</p> <p>I was one of the community at the meeting about the cottage rd. Corridor. As the demo is going on I just wanted to share some observations from both myself and a number of our customers that I have talked with. First is, personally I have not seen any significant drop in traffic speed since the demo started. Second is, with so many bump outs in the demo the common concern seems to be for bicyclists, there are some days during the summer when there are numerous bicycle groups traveling the corridor and looking at the bump out demo it looks like a very dangerous combination. Thirdly, while I think the bump outs would probably help with pedestrian visibility during the day, there is no lighting at the bump outs to help with visibility during evening hours. It would almost make more sense to have the blinking light stations like we have near hannafor to insure visibility. Maybe losing some of the bump outs and installing a few of the blinking light stations would be more effective. I do however feel that the squaring off of Pillsbury to Cottage would eliminate numerous safety issues. Just wanted to share what we have seen so far.</p> <p>Thank you, Bill Boutwell</p>	12-1-17	Tex H.	Will share with the committee.
12-2-17	Irv Williams	<p>First, thanks so much for taking the time for this study which seems to be taking into account the needs of pedestrian and bike safety in South Portland. I have lived about 2 blocks from Cottage and Pillsbury for the past 8 years and have become increasingly concerned with pedestrian safety since moving here. Some of our neighbors and I worked to get the speed limit lowered to 25 on Pillsbury, this is helping somewhat. As far as pedestrian safety along Cottage, there is much work to be done. My greatest concern is the crossing at Pillsbury and Cottage. I'm not at all sure why people consistently ignore, nor does the police enforce the "No Parking this side of Street" in front of DiPietro's store. If you are crossing there you have to walk out in front of parked cars in order to see oncoming traffic, and they can certainly not see you coming out from behind the cars. This area should definitely be striped as NO PARKING and then consistently enforced. A second suggestion would be to put flashing lights for pedestrian crossing here as has been done on Broadway and around Mill Creek Park. I know a traffic light at Pillsbury and Cottage is</p>	12-3-17	Tex H.	Thank you, Irv. I will pass these comments on, Tex H.

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		<p>being considered, this would also help. Di Pietros has its own off street parking, other merchants on this block do not. Perhaps explore with the owners of Cape Veterinary to tear down the old garages and car wash and put in a small parking lot for more business parking in this area. Finally, all the crosswalks are fading and really need to be repainted, and speed bumps like the ones on Stevens Avenue in Portland could be used for traffic calming.</p>			
12-1-17	George Corey	<p>Hi,</p> <p>I took some people driving out by the sidewalk extensions at night and most of them almost hit the extended curbing markers and then swered and since this is a spot often plagued with black ice I was wondering</p> <ul style="list-style-type: none"> - why did they install so many of the demonstration sites where most of them are situated without any lighting and will that change and - would there be an initial speed bump before the first extension in either direction. <p>The extensions reflectors work better when one uses high beams. And depending on the type car, some low beams aren't so effective and would be less so in rainy weather.</p> <p>And will the speed signs be adjusted downwards anywhere nearby?</p> <p>And crosswalks will be better lighted and perhaps equipped with blinking lights when pedestrians want to cross? I have no idea what the answer to any of these questions are.</p> <p>And are their statistics on what types of extensions are more prone to cause accidents? I believe someone actually does this type of analysis - whether its a insurance institute or academics who study such things?</p> <p>Part of the problem in the area is that sometimes people travel in this area at night without their headlights on - having forgotten to turn them on. So how does one cope with that?</p> <p>And are there are any radar units currently collecting loggable data indicating by how much and how fast people slow down for the extensions? That might tell us more.</p>	12-3-17	Tex	<p>Good questions, George, thanks,</p> <p>Tex</p>

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		<p>And some of the design details as I recall from speaking with Sebago involved closing off some existing curb cut exits, which could raise some legal issues.</p> <p>And how will the city inform ambulance services and fire services from outside of South Portland that using Cottage will be more problematic once this change goes into effect? Cape Elizabeth, Scarborough, etc..</p> <p>And will there be better traffic guidance for people attending the theater because as you know when the Theater is open and David's is crowded this is not an easy place to negotiate - along with much of the street parking occupied by those patrons? And if so what will those proposed traffic patterns look like? And how much will they bleed into the residential areas?</p> <p>For some reason, just looking at the curb extensions rather than a system wide analysis seems a little odd - so who is looking at the big picture and coming up with options.</p> <p>And how effective are snow plows with curb extensions.</p> <p>George Corey 44 Franklin Terrace South Portland</p>			
12-1-17	Jay Gerrish	<p>So far so good.</p> <p>As I approach the intersection on Cottage to Elsmere, I have noticed traffic slowing for the bump-outs.</p>	12-3-17	Tex	Thanks Jay, Tex H.
12-1-17	June Harbison	I live on Elsmere and like the bump outs. It certainly makes walking across Cottage Road easier. It is a little awkward driving a car out of Elsmere onto Cottage Road and making a right turn. I would put up with that in favor of the bump outs though.	12-3-17	Tex	OK, thanks June, Tex H.
12-1-17	Peter Stanton	I haven't had a chance to walk there, but from a driving perspective I think the curb bump-outs are great. Speaks loudly that this is a pedestrian-friendly area and puts drivers on notice to slow down and pay attention. It also helps define curbside parking. Change is hard, especially for people who are only concerned with getting to Portland as quickly as	12-3-17	Tex	Thanks Peter. The initial comments coming in have been very strong against the curb extensions. There are some specific concerns, but the sheer change factor surely is part of it. Can people get used to

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		possible. They'll get used to it and the neighborhood will be the better for it.			<p>something like this over time (if the specific concerns are addressed)? I think it often works that way.</p> <p>One concern has been that motorists entering Cottage from a side street are having to use some of the oncoming traffic lane to make the turn. This clearly needs to be checked to ensure "normal" cars and trucks can make the turns in their own lanes. But I also know that on some streets I drive in South Portland the presence of parked cars sometimes makes me have to pull over slightly into the other lane to get by. This makes me slow down and be careful—a useful outcome.</p> <p>Making bicyclists have to pull into the center of the travel lane to get around the bump-outs has been another primary concern. As you know, the intention, if curb extensions are actually installed, is to give the bicyclists rights to the full width of the travel lane via signage and shared lane markings on the pavement. Even without curb extensions most of Cottage Road in this section isn't wide enough to have bike lanes and any on-street parking. But for lane-sharing by bicyclists I think it's critical that vehicle speeds are reduced enough to make the average cyclist feel safe in the road. This will depend on a whole package of improvements (such as better lighting, corridor gateway medians, better striping maintenance, more policing, revised parking, etc.).</p> <p>In any case, lots more work and discussion to go.</p> <p>Best, Tex H.</p>
12-1-17	Linda O'Malley	I agree with Peter. I think the curb extensions are a good step forward.	12-3-17	Tex	Thanks Linda, Tex
12-1-17	James Lawlor	<p>Hi Tex,</p> <p>My name is Jim Lawlor from 43 Goudy St. in South Portland. The new cross walk indicators are awesome. They make the entire street feel so much safer. Cars are slowing down or at least stepping off the gas as we wait to cross the street. They seem to slow the whole pace of the area down and it's so much safer!</p> <p>Thank You</p>	12-3-17	Tex	Thank you, Jim, Tex H.

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12-1-17	Doug Howard, Public Works Director	<p>Good morning Tex,</p> <p>I sat and watched traffic for about 45 minutes and here is what I observed and my comments</p> <ul style="list-style-type: none"> • Traffic making right hand turns on cottage from the side street are going over the center line to make the turn. This is will be even worse during winter with snow banks • During winter with snow banks cars will have have zero line of sight when pulling out onto Cottage • Bikes going around the bump outs were nearly hit by cars as they did not look and just went around some went right through the middle which they will not be able to do if made permanent • Cars were not slowing down at all. Maybe the traffic study will show something different • These are midblock crosswalks which are inherently dangerous. • I have also received a few calls with negative comments. 	12-3-17	Tex	<p>Thanks Doug. We will give these serious consideration,</p> <p>Tex H.</p>
12-1-17	Laura Mauldin	<p>Dear Tex-</p> <p>As a pedestrian, runner, cyclist, Small School employee and mother who accompanies her 6 year old daughter to and from school, the impact of the curb widening demo is remarkable and very welcome.</p> <p>I have crossed the road 7-8x daily since the demo began. I now breathe a sigh of relief as I approach the intersection. Cars turning onto Goudy Street turn more carefully. I am less afraid of a car turning onto Goudy Street too quickly and not seeing my daughter and I as we approach the intersection.</p> <p>Additionally, the majority of cars approach the Goudy/Cottage intersection at a lower speed. They stop easily and my heart no longer races as my 6 year old daughter scrambles across the street and struggles to get her scooter or bike up on the sidewalk. As I have neared the crosswalk, <u>only three cars total</u> have passed me (out of 15 crossings) and two of those were at night when I was wearing all black. Nearly every time I</p>	12-3-17	Tex	<p>OK, thanks Laura,</p> <p>Tex H.</p>

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		<p>approach the intersection of Cottage and Goudy, with or without my daughter, cars slow and stop; a remarkable difference. I support this project fully. It enhances the lives of our residents and gives additional security to those who might otherwise not be safe crossing a busy road.</p> <p>Thank you for your efforts,</p> <p>Laura Mauldin</p> <p>49 Goudy Street</p>			
12-1-17	Sid Doyle	<p>Mr. Haeuser;</p> <p>I wanted you to know I am totally against the curb extensions. Here are the reasons why I am opposed:</p> <p>The main thrust for the CURB EXTENSIONS, as I understand it, is for "traffic calming". Even with the temporary extensions in place, it does NOT slow traffic down. I've been watching traffic since the temporary extensions were installed, and have not seen any effect on slowing traffic. What they will do, is cause safety issues and extra expense to the taxpayers.</p> <p>Safety Issues:</p> <ul style="list-style-type: none"> • Traffic on Cottage Rd, heading towards Cape Elizabeth, wanting to make a left turn usually pull over towards the center line, allowing cars to go by on the inside at a slower rate. This keeps traffic moving. During heavy traffic times, it may take a minute or two to make the turn. With the CURB EXTENSIONS, traffic would be stopped, backing up and blocking other side roads and/or business. • Vehicles entering Cottage Rd from side streets, where the curb is close to the intersection, will cause the vehicle to travel further out, close to or over the center line, to get around the CURB EXTENSION. This will be compounded with larger vehicles, i.e. delivery trucks, tractor-trailers, fire equipment, etc., having to go further over the centerline to get around the CURB EXTENSION • Bikers, riding along the side of the road or in the bicycle lane, will be forced to swerve out into the vehicle traffic lane, which could result in more accidents between vehicles and cyclists and/or 	12-3-17	Tex H.	<p>Sid, thank you for your detailed comments. I will make sure they get shared with the committee.</p> <p>Best,</p> <p>Tex H.</p>

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		<p>vehicles rear ending vehicles that stop abruptly or swerve into the oncoming traffic to avoid the cyclist.</p> <ul style="list-style-type: none"> • CURB EXTENSIONS will cause the snowplows large front blade to be way over the centerline. <p>Other Concerns:</p> <ul style="list-style-type: none"> • Snowplows will have to negotiate the CURB EXTENSIONS, slowing snow removal, and leaving larger unplowed areas around the CURB EXTENSIONS. This could result in reduced parking for businesses. • If the snowplow hits the CURB EXTENSION, it could result in costly repairs to the equipment and/or the CURB EXTENSION. • CURB EXTENSIONS will displace some of the sorely needed parking spaces. • Emergency equipment could also be hampered by traffic snarls caused by turning traffic, or trying to negotiate corners with the CURB EXTENSIONS. • The idea of allowing pedestrians a shorter distance to cross the road is a good idea, but could also be accomplished with the blinking, pedestrian cross light, in lieu of CURB EXTENSIONS. <p>I grew up in this city. Cottage Rd has always had high traffic volume, especially in the summer months, which has increased over the years. Yes, I have had to wait for a break to pull out onto Cottage Rd, but patience has always prevailed. Residence coming out of Goudy St may have to wait longer at times, but they will get out onto Cottage Rd. I do not see CURB EXTENSIONS helping to relieve this issue. I can picture the CURB EXTENSIONS actually causing more delays from traffic backups, causing vehicles to block the side roads</p> <p>Please don't let this turn into another Broadway "Traffic Calming" fiasco that wasted already scarce city funds.</p> <p>Respectfully, Sid Doyle</p>			

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11-28-17	Katherine Beach	<p>Dear Maxine and Susan,</p> <p>I've written to Claude as he represents District One, where I live, but since you two are on the pedestrian/bicycle committee, I'm sending the same message to you.</p> <p>I live at 14 Drew Rd in South Portland and I walk, bicycle and drive on Cottage Road most days of the week. Today when I was riding my bicycle home from work around 5:30 pm, I noticed there are markers at four different crosswalks along Cottage Rd in the vicinity of the Portland Players. If these walkway extensions are actually installed, they will make Cottage Road more dangerous. As it is now, Cottage Road is too narrow for all the traffic that goes up and down it each day. If the walkways are extended, there will be no place for bicyclists to be, and cars will have to slow down to let a bicyclist go around the walkway extension. This will not be popular for either motorists or bicyclists. Please make my voice heard, and please do not let this project go forward. It is a BAD IDEA for everyone, but most particularly for bicyclists and motorists.</p> <p>Thanks for listening, Katherine Beach</p>	12-3-17	Tex	Thanks also for these initial comments, Katherine, Tex H.
11-30-17	Katherine Beach	<p>Thank you, Susan. I was driving my car (Mini Cooper) on Cottage this evening, going into Portland, and the car in front of me wanted to turn left onto Fairlawn St. Even with my small car, I could not go around this car in front of me due to the curb extension. It was at rush hour, so there were about 20 cars backed up behind the car who wanted to turn left from Cottage Rd onto Fairlawn. So, once again, these curb extensions are a totally horrible idea.</p> <p>Thanks again, Katherine Beach</p>	12-3-17	Tex H.	Thanks Katherine—I'll share your comments with the committee, Tex H.
11-30-17	Jill Blackwood	<p>I am assuming that the curb bump out "demo" on Cottage Rd. means you would like feedback. I think that curb bump-outs will be a major impediment to safe cycling. I do not ride a bike, but I live in this area and I know from experience how many cyclists there are three seasons of the year. The location of Ft. Williams, and more rural roads in the Cape and Scarborough seem to attract lots of cyclists in warmer months - children, adults, and even bike club riders en mass. Each bump out will make cyclists swerve into the traffic lane. Already it can be difficult for drivers to maintain the required 3'</p>	12-3-17	Tex H.	Jill, thanks for your comments. I'll make sure the committee sees and considers them, Tex H.

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		<p>clearance when passing cyclists on Cottage Rd. I am concerned that children may lack caution when swerving around the bump outs.</p> <p>I also think the bump outs will make plowing snow difficult.</p> <p>I do think spending money to keep the crosswalks freshly painted and, perhaps, adding crosswalk signage where needed are worthwhile alternatives.</p>			
11-30-17	Elizabeth Herriman	<p>Dear Ms. Smith,</p> <p>Recently on Cottage Rd/Shore Rd 'posts' marking proposed future bump outs have been put up. I sincerely hope that this plan gets voted down. As someone who cycles on this potholed and unevenly paved road to get to the bike path, the notion of randomly, narrowing the roadway is unfathomable. Little doubt that within 5 years after people are hurt and the cause is established and the city is sued, they'll be removed.</p> <p>There are many ways to 'calm' traffic without adding danger; these bump outs, especially if they don't have 'bike paths' built in aren't one of them. If you want to make money and slow traffic, put up a mobile speed limit camera, they use these in Europe and let me tell you after a couple tickets, the message is clear, go the speed limit or pay up.</p> <p>Please don't make cyclists less safe. For what it's worth, in my car passing trucks/busses now feels uncomfortably tight, bonus: it's going to be a nightmare for plowing.</p> <p>There is much good work going on, SoPo is really looking nicer these days, this won't add to that legacy. I hope that the city does the right thing and moves onto another, better solution.</p> <p>Thanks for your consideration,</p> <p>All best,</p> <p>Beth Herriman</p>	12-3-17	Tex H.	<p>Thanks very much for your comments, Elizabeth. I will share them with our committee,</p> <p>Tex H.</p>
11-30-17	Steve Smith	<p>Curb Extension Demo Feedback - Difficult to pull out of side street on to Cottage road without encroaching on opposite side of road. Example: Turning right on to Cottage road from Elmere Ave. Also, I suspect that winter plowing would be a major challenge with this system in place. Thanks.</p>	12-3-17	Tex H.	Will share with the committee.

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11-29-17	Stacey Cramp	<p>Mr. Haeuser,</p> <p>I was unaware of the proposed safety improvements to Cottage Road until today when riding my bike down Cottage Road. As an avid cyclist and resident of Craggmere Avenue for fourteen years who has noticed a hefty increase in vehicular increase and distracted driving in this area in the past few years, I am glad to see that safety of pedestrians and others is garnering attention.</p> <p>While I can certainly see that pedestrian crossing signals would be helpful in a few places along this strip, I am concerned about the effect of so many bump outs on cyclists along Cottage Road. As I'm sure you know this road is heavily used by cyclists for daily exercise (including large groups of cyclists on the weekend), as well as by bike commuters. With the increase in traffic and distracted drivers, I know I am not alone among cyclists in much more frequently having close calls with motorists. With the proposed curb extensions, the amount of space between cyclists and cars is significantly compressed and I fear will cause rather than prevent accidents. Are there elements of this proposed plan that will accommodate cyclists in a safe way (such as a dedicated bike lane beyond Sawyer?) and not put them further at risk? I look forward to attending the meeting in December on these proposed changes. Thanks very much for any info you can provide.</p> <p>Regards, Stacey Cramp</p>	12-3-17	Tex	<p>Thanks Stacey. Meeting is this Wednesday, 7:30-9:00 AM, Planning Office, 496 Ocean Street (former Hamlin School).</p> <p>Best, Tex H.</p>
11-29-17	Melissa Denick	<p>Hi,</p> <p>I am writing regarding the "bumps" being tested now. While traffic may indeed slow at those spots, turning in either direction from Elsmere onto Cottage is most awkward. I have to be in the road to see oncoming traffic. This was not fun at 6am. If cars had been parked on both sides of the road, as they often are, I would have been unable to safely exit my home this way.</p> <p>I truly believe that if current speed and parking laws were enforced, no change in configuration would be necessary. This seems to be both logical and cost effective to change people's behavior in this manner. Have the police department not only visible, but actively ticketing illegal parking and/or speeding (or driving though the cross walk!!).</p>	12-3-17	Tex H.	<p>Thank you, Melissa.</p> <p>Best, Tex H.</p>

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		<p>I appreciate your time and efforts on improving our community.</p> <p>Thank you,</p> <p>Melissa Denick</p>			
11-29-17	Joyce LaRou	<p>Good Morning Mr. Haeuser,</p> <p>Thank you for trying the bump outs on Cottage Rd.. I do not enjoy being a kill joy, but I really feel the bump outs are dangerous. When I came out of Goudy St. this morning, it felt as if the road was not as wide to turn left. When I thought about winters and snow banks and a diminished width of Cottage, I think that is dangerous for drivers as well as walkers.</p> <p>I hear this is compared with Main St., I believe Main St is wider to start with than Cottage Rd.</p> <p>I was wondering if a concerted effort from our Police Dept of ticketing cars that are driving too fast and changing the parking situation around a bit to get vehicles off both sides of the street and allow parking on one side only, perhaps this would ease the troubles.</p> <p>I know our Police dept. is a bit low on staff, but I think a dedication of a month solid would help</p> <p>to curb speeding and parking issues. And then proceed with random Police stops for speeding and parking violations. This would save money of construction and extra snow removal of banking's.</p> <p>It seems like there is so much needless fuss and loads of money spent by our city at the</p> <p>taxpayers expense, it is very worrisome to see this mind set at work.</p> <p>Thank you for you considerations,</p> <p>Joyce LaRou RN</p>	12-3-17	Tex H.	<p>Thanks much for your comments, Joyce. I will share them with our committee.</p> <p>Best,</p> <p>Tex H.</p>
12-3-17	Steve Edwards	<p>Tex,</p> <p>Thank you for your reply and the opportunity to weigh in on this. Interesting that the survey is from the Bicycle Coalition of Maine as my opinions are strongly from the cyclist perspective. I live off of Cottage in that neighborhood and use that roadway daily as a cyclist and a driver. My concerns lie in the loss of shoulder access for cyclists given the volume of</p>	12-4-17	Tex H.	<p>Thanks Steven. We've discussed speed tables as the "vertical" traffic calming measure as opposed to the "horizontal" curb extension approach. I guess people driving trucks with anything that can bounce around don't like them, but they can be effective in reducing speeds.</p>

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		<p>traffic of all kinds along that road. Cyclists will be pushed into the travel lane at irregular intervals increasing the risk and danger of interactions with motor vehicles in an already congested area. I've had enough close calls with drivers, distracted and otherwise all along Cottage and Shore Rd to think that any loss of space is a loss of safety. As a cyclist who rides as far to the right as is safe and who would also love to see the 3 ft passage rule more regularly observed, I feel that despite my best attempts to ride as responsibly as possible I'm still met with aggression and irresponsible behavior regularly.</p> <p>I would offer the idea of raised speed tables if slowing traffic was the goal, rather than taking away roadway space. Vehicles are only getting larger and drivers more distracted. The curbing changes in Portland, in my experience solely as a driver, seem absurd and make the driving experience more stressful rather than safe.</p> <p>Thanks again for the opportunity to offer my thoughts.</p> <p>Best, Steven</p>			<p>Best, Tex H.</p>
12-3-17	Tom Mauldin	<p>Hi Tex,</p> <p>I would like to provide feedback about the traffic demo on Cottage.</p> <p>When I try to cross Cottage, typically 3 to 5 cars will drive past before a car will stop to allow me to walk across.</p> <p>The cars are driving fast and the drivers simply do not notice pedestrians at the crosswalk.</p> <p>In addition, on one occasion a car stopped for me but then another car tried to swerve past the stopped car while I was crossing the road - very dangerous.</p> <p>Since the demo bumpouts were installed, I've crossed Cottage about 4 or 5 times and the first car that approached the crosswalk stopped for me each time.</p> <p>The demo bumpouts seem to improve the visibility of and therefore safety of pedestrians.</p> <p>And the bumpouts would keep drivers from trying to pass a stopped car.</p> <p>I hope the city installs permanent bumpouts so Cottage is safer for all South Portland residents.</p>	12-4-17	Tex H.	<p>Thanks for the feedback, Tom. I'll share it with the committee,</p> <p>Tex H.</p>

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		Thanks. Tom Mauldin			
12-3-17	Thea Sames	Hi there, I'd like to thank you for the recent safety efforts made on Cottage Road. My 81 year old mother lives on Coolidge Ave and walks everywhere possible, she is a regular at Drillens. She crosses Cottage several times a week at the Elsmere crossing for her physical therapy sessions on the corner of Goudy. She tells me that looking left can be a nightmare this time of year in the mornings because the sun is right at eye level, with the extended curbs she can now step further out into the street and be seen more easily by drivers. She has found her crossings to be improved. Drivers' awareness of pedestrians has increased. I'd love to see our neighborhoods healthier and far more friendly for bikers (my husband often bikes from our home on Everett Ave to work in Portland) and walkers, I walk or bike with my boys everyday to Small School. Thanks for your time and good work, Thea Sames	12-4-17	Tex H.	Thanks for the email, Thea (Councilor Henderson forwarded it to me). I will pass your comments on to the committee, Tex H.
12-4-17	Kara Tierney-Trevor	Thank you for placing the bollards on Cottage Road. I think they have helped slow traffic and make the crosswalks safer. I would like to see something more permanent in the future. Kara Tierney-Trevor	12-4-17	Tex H.	Thanks Kara. We will share this with the committee, best, Tex H.
12-4-17	Judith Kurtz	I am writing on behalf of my family of four. We are residents of Goudy St. and bought our house in the last two years in large part due to the wonderful Meeting House Hill Community and the safety we feel letting our children play on our dead end street. The one challenge to this has been our crossing of Cottage Road. We walk to school and so find ourselves dealing with inattentive and dangerous cars disregarding the crosswalk at the end of Goudy St. Since the installation of the curb extension we have seen a REMARKABLE change. Just this morning, a car immediately stopped to let us cross on our way to school. Historically, we have had to wait through numerous vehicles. I often have to step out and wave	12-4-17	Tex H.	Thanks Judith. I'll pass this on, Tex H.

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		<p>emphatically, putting myself at risk, in order to make sure my kids can cross. In addition, the curb extenders greatly cut down on the ability for cars to try to sneak through and pass vehicles who have stopped to turn. We have nearly been sideswiped in our own cars numerous times by drivers taking advantage of the extra street width. We are 100% in support of these extensions and sincerely hope that they became permanent features at our intersection and others around our fantastic neighborhood.</p> <p>Thank you!</p> <p>Judith Kurtz</p>			
12-4-17	Anton Kurtz	<p>Hello,</p> <p>I just wanted to put my 2 cents in about the narrowings. I think they are a great first step that essentially eliminate the ability of drivers to illegally pass on the right at crossings. They don't seem to have slowed the speed of Cottage Road at all, or helped with the problem of drivers refusing to stop for waiting pedestrians, but they are a great first step. Let's make them permanent and add more at other crossings!</p> <p>Best,</p> <p>Anton Kurtz, MD</p>	12-4-17	Tex H.	<p>Appreciate the feedback,</p> <p>Tex H.</p>
12-4-17	Peter Stanton	<p>Hi Tex,</p> <p>I was hoping to come to the meeting Wednesday, but I have a plumber working here, instead. Turning onto Cottage from Elsmere, I have to agree that the curb extension is a lot to get around. It might work better pushed a few yards further from the intersection. Also, crosswalks would feel safer if located on the less active side of the intersection, typically on the side toward Cape E.</p> <p>In general, I think all our commercial neighborhoods should have similar features, street lighting and signage that indicates they are pedestrian friendly and speeds are reduced. It could be a part of what the City does to make commercial districts recognizable and commerce friendly.</p> <p>Regarding the bike lane, how about creating a dedicated commuter bike and pedestrian route, similar to the Green Belt. Maybe along Woodbury, Mitchell and Trout Brook.</p>	12-4-17	Tex H.	<p>Thanks Peter,</p> <p>Tex</p>

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12-6-17	John Holdridge	<p>Josh,</p> <p>I live just over the line in Cape and am delighted with the new traffic pattern on Cottage St. I have experienced a noticeable decrease in speeds to levels that are appropriate and safe for the density of the neighborhood at that point.</p> <p>I hope they will become permanent....and then I hope Cape will follow your lead.</p> <p>Thanks,</p> <p>John</p> <p>--</p> <p>John Holdridge M.S. Ed Volunteer and Extended Learning Opportunities Coordinator Cape Elizabeth Schools</p>	12-10-17	Tex H.	<p>Dear Mr. Holdridge,</p> <p>Thanks for the email. With the snow we've shut down the pilot demonstration, but we got a lot of useful feedback while it was active, including yours. Thanks for taking the time to email us.</p> <p>Sincerely,</p> <p>Tex Haeuser</p>
12-5-17	Bill Flahive, Sr.	<p>Dear Tex,</p> <p>Sending this note with some of my thoughts on these ideas as I am not able to attend Wednesdays meeting. First, I am very familiar with the Meeting House traffic issues having worked at SMCC and lived in this area for close to fifty years. I am not surprised by the negative reaction to the pilot bump-outs and narrowing of the corridor by eliminating parking spaces. I feel that it is "too much-too quickly", costly and difficult to back away from if it does not bring about the desired results. The concerns that were most expressed at the meetings were about poorly lighted and poorly marked crosswalks, lack of sidewalks in areas and excessive speed. I believe the first steps should be to install blinking lights that identify crosswalks, utilize speed bumps, more police enforcement and the use of the speed measuring radar trailers.</p> <p>My work takes me to the route 302 Westbrook area nearly every day. I take Stevens avenue in Portland which passes by UNE, Maine Girls' Academy, Lincoln Middle School, Longfellow Elementary School and Deering High School. Obviously this is a very busy area for students, pedestrians, residents and those passing through for other reasons. The city of Portland has chosen to make the road safe for bikers, pedestrians and others through the use of flashing lighted crosswalks and speed bumps. Parking is needed for students, workers and businesses and parking is allowed on both sides of the road all along this corridor.</p> <p>I would like to see more phased in recommendations along</p>	12-10-17	Tex H.	<p>Bill, thanks for the email, and thanks for your recommendation about phasing. I will make sure the committee considers this.</p> <p>Thanks,</p> <p>Tex H.</p>

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		<p>these ideas emerge from the committees work.</p> <p>Thanks, Bill Flahive Sr.</p>			
12-5-17	Laurie Jensen	<p>Hi Tex,</p> <p>I am very concerned about the possible implementation of the curb extensions on Cottage Road. In driving by them a couple times a day over the past week, I've noted that the lane width is just wide enough for two cars. What about the bikes? And the havoc that snowplows will wreak? The snow will pile up in the two lanes, making it a one-way street, or the poles will get crushed as they seem to be doing now.</p> <p>I was at Southern Maine Physical Therapy this afternoon and was told they'd seen the poles get hit more than a few times this past week.</p> <p>I'd like to offer at least one suggestion instead: the flashing light signs you have on Cottage Road at the Eastern Trail near Hannaford seem to work well and are very visible. I would think these would be less invasive (and intrusive and hazardous) than the curb extensions.</p> <p>I understand the need for pedestrians to cross Cottage Road. But this current demo doesn't seem to be a good option.</p> <p>Thanks for your time and consideration,</p> <p><i>Laurie Jensen</i></p>	12-10-17	Tex H.	<p>Thanks for the comments, Laurie. I will pass them on,</p> <p>Tex H.</p>
12-5-17	Kirsten McWilliams	<p>Dear Tex,</p> <p>I live at 52 Elsmere Avenue.</p> <p>I would like to give you feedback about the curb extension demo.</p> <p>While I feel that the reflector polls go out too far into the lanes on Cottage, I think they are great.</p> <p>I cannot tell you how many times I have stopped at the crosswalk between Elsmere and Goudy to let a pedestrian cross, only to have some car zoom past me as he or she is quickly commuting through our busy neighborhood to get</p>	12-10-17	Tex H.	<p>Dear Kirsten,</p> <p>Thanks very much for your comments. Whether or not the City ends up implementing a curb extension solution, it helps to get information about how a concept like those demonstrated by the pilot can be improved through adjustment.</p> <p>Best wishes,</p> <p>Tex H.</p>

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		<p>somewhere else. I have quite literally thrown my car into the path of the passing car to protect the person walking.</p> <p>I do not feel that cement curbs are effective enough. They cannot be seen from a block away as people are already speeding. They also would cause problems for the snow plows and possibly cause accidents if a car were to hit these at too high a speed.</p> <p>However, I think the reflectors and lights and poles are great visuals to ask cars to slow down. I start to notice them at Cumberland Farms. They cause us to start to slow down.</p> <p>With the arrival of Elsmere Grill and heavy parking, the poles do not take away any space. The parked cars already narrow the travel lane considerably. They simply force us to slow down.</p> <p>There was an accident a few years back where a driver was texting, driving, hit a parked car, and flipped. He may have been more aware with the reflectors that these demonstration polls offer.</p> <p>I do think a compromise would be to place them a bit closer in as it is hard to make a right hand turn off Elsmere onto Cottage and stay in the right lane.</p> <p>I strongly believe that the current reflector polls put slightly closer to the curb are a perfect solution.</p> <p>Respectfully, Kirsten McWilliams</p>			