

**AGENDA**  
**Complete Streets Advisory Committee**  
**April 25, 2022; 3 PM - 4:30 PM**  
**Town Hall Community Room and Remote Access**

Please join my meeting from your computer, tablet or smartphone:

<https://meet.goto.com/396484309>

You can also dial in using your phone: +1 (669) 224-3412; Access Code: 396-484-309

1. Review Meeting Summary from January 25, 2022
2. Complete Streets Toolbox Discussion
  - a. See attached draft document.
  - b. Julie will present on the toolbox regarding purpose, goals, and process.
3. South Street Traffic Calming
  - a. See attached memo.
  - b. Erin will report on initial conversation and limitations.
  - c. CSAC will confirm the installation of advisory lanes.
4. Discussion and Brainstorm regarding safe access along Route 1 from Yarmouth/Freeport line to Yarmouth services
5. Report on Lafayette Street/Princes Point Road project.
  - a. See attached survey results. Erin will summarize.
  - b. Erik, Steve, and Erin will report on project start.
6. Report on Railroad Square Master Plan
  - a. Erin will report on Planning Board review process and schedule.
  - b. Erin will report on progress regarding concept design of RRSQ/Main Street intersection.
7. Report on Demonstration Trail
  - a. Erin will report on MaineDOT consideration of rail with trail application.
  - b. Scott will report on kick off of SLA Advisory Committee

**Next Meeting Date Options: week of June 20<sup>th</sup> or June 27<sup>th</sup>**

**Meeting Summary**  
**Complete Streets Advisory Committee**  
**January 25, 2022; 3:00 PM – 4:30 PM**

**Remote Session**

**Attendees:** Nick Ciarimboli, Colin Durrant, Police Chief Gallant, Steve Johnson, Scott LaFlamme, Fire Chief Robitaille, Dan Ostrye, Erik Street, Erin Zwirko

**1. Review Meeting Summary from October 28, 2021**

Steve made a motion to adopt the minutes from October 28, 2021, Erik seconded the motion. The motion passed unanimously.

**2. Report on Winter Maintenance Challenges**

Erik reported that there are some winter maintenance challenges throughout town. Staffing has been an issue this year due to covid concerns, but also the new sidewalks in the Village have presented some challenges to efficiently remove snow. The streetscape improvements require some handwork so there has been a learning curve in how to quickly and efficiently remove snow in these areas.

A recent fall due to snow in the Village was discussed. Some of the sidewalk is the responsibility of the businesses, but Erik indicated he would follow up with the DPW staff.

**3. Report on Lafayette Street/Princes Point Road intersection crossing and MaineDOT project**

Erin provided an overview of the schedule changes for MaineDOT's mill and fill project on Route 88. Upon further discussion with MaineDOT, this project was planned to occur sooner than Town staff expected and without time for Town Staff to implement the sidewalk improvements on Route 88 closer to Marina Road or any potential improvements to the Lafayette Street and Princes Point Road intersection. In addition, the Yarmouth Water District has a water main project in the planning stage, and funding would not be available until 2023 at the earliest. The Town approached MaineDOT to reschedule the project for a later year in order to line all of this work up so that the mill and fill project is not trenched and patched soon after completion. MaineDOT agreed, but the Town may be responsible for cost increases due to the delay.

Further, Erin reported that Town staff are awaiting a scope of services from Ransom Engineering to complete a feasibility study of the Lafayette Street and Princes Point Road. This Committee had previously discussed concerns with the geometry of the intersection so the feasibility study would include addressing the geometry, a pedestrian/bicyclist crossing, and some drainage concerns. A few alternatives would be created, including construction documents and outreach. Erik reported that the town would contract for a survey when the weather is better. Erin also reported on a preference survey that she will deploy to get some initial feedback from the community regarding the crossing. There may also be an opportunity to look at a pilot project.

Regarding the community survey that Erin circulated, it was noted that the intersection would not meet the warrants for a traffic light and should be removed from options. In addition, the introduction should

be updated as it seems like nothing will happen until 2025. Erin indicated that she would circulate the draft survey for more detailed edits and recommendations.

The Committee also briefly discussed a drainage project also listed in MaineDOT's 3-year workplan. It is believed that this project is located near the pond near Salt Marsh Lane. It's outside of the urban compact and one of the few areas where the road shoulder is not paved, so there was concern expressed that the drainage project not preclude future paved shoulders.

#### **4. Report on Railroad Square Master Plan**

Erin provided an update about the Railroad Square Master Plan. She indicated that the developers just began the Planning Board process and it will likely be a six month process. The developers are seeking approval of a Development Plan per the Character Based Development Code as well as a conventional subdivision approval. This is the first time the Planning Board will be considering a Development Plan so there will be a bit of a learning curve.

In addition, due to the timing of this project review and due to the fact that funding has been secured for a preliminary design report for the Main Street Streetscape Phase 2 project, Erin reported that she is also awaiting a scope of services from Ransom Engineering to do a deeper dive into the Main Street and Railroad Square intersection including up to South Street and down to the Village Green. This project would be focused on further developing options for this congested intersection as well as public process.

Finally, Erin reported that a "trail until rail" demonstration project is being advanced by the Bicycle and Pedestrian Committee in conjunction with town staff and the developers of Railroad Square. The demonstration project would extend from Cleaves Street to Main Street and would mimic what is envisioned for the Casco Bay Trail. A request needs to be submitted to MaineDOT to allow the demonstration project to be constructed, so a request to the Town Council to endorse the submittal is on the agenda for the February 3 workshop. Dan and Erin are working on materials, and Steve and Joe will be updating the cost estimate.

Related to this discussion is a request that came in regarding advisory lanes on South Street. The Committee has previously discussed how the condition of the roadway would not be ideal for painting advisory lanes, but there has been some demand from a couple of South Street residents. This effort needs a second look from the Committee. Colin also suggested that a future agenda item could be the development of a "play book" for safe or slow streets. The strategies in the play book could be approved by the Committee and offered to residents who are looking for improvements to their streets. Erin agreed to add it to a future agenda.

Finally, Chief Robitaille noted that in a recent Coffee with the Chief, he fielded some questions about advisory lanes. The Committee discussed during some outreach through the town's newsletter and through social media to help residents who are unfamiliar with the concept safely navigate the streets with the advisory lanes.

#### **5. Request to increase separation between Main Street crosswalk at Bridge Street and nearest parking space on eastbound side**

Dan requested that the town consider increasing the separation between the crosswalk at Bridge Street and the nearest parking space and vehicles parked here tend to block the view of pedestrians wanting to cross the street. He noted that the space could be increased to match the opposite side of the street but also noted that the streetscape plan called for a bump out in this location. Others agreed that this would be an important improvement. Erik indicated that the additional striping could be painted in the spring with other painting efforts.

Since it would require the loss of one parking space, Erin indicated that she would let Scott know in case there were any complaints.

#### **6. Request to Develop to Landscape Standards for Curb Cuts and Intersections**

Dan explained that in addition to vehicular sight lines, it is important to not obstruct the sight lines for pedestrians and bicycles on a sidewalk. The example of the tall grasses at Brickyard Hollow was referenced as was the hedges at Hancock Lumber.

Erin indicated that she would research the topic with the expectation that there may be a place in site plan review or subdivision. Chief Robitaille noted that the NFPA requires a 2-foot clear space horizontally and vertically from the edge of the Fire Department access road. The Committee discussed the difficulty in defining the sight line, which might need to be a radius.

#### **7. Request to Consider Adopting See Click Fix System**

There is a perception in the community that submitting work orders is a black hole. The recommendation has been made to consider adopting the See Click Fix system in order to allow the community to track and see the resolution of work orders.

Erik indicated that he continues to look into a tracking system and that would be a holistic approach to the needs of DPW and town hall.

#### **8. Request to Consider Updates to Princes Point Road to support walking and biking**

Erin indicated that she received an email from a resident on Princes Point Road requesting that the town consider improvements to the road. Erin sent the resident information about the speed study that designating the speeds on Princes Point Road, but also indicated that she would bring it to the attention of the Committee. There are no projects in the pipeline for Princes Point Road, but with the update to the comprehensive plan on the horizon, it is likely that there will be commentary and requests for action relative to pedestrian and bicycle accommodations.

The Committee discussed alternative striping options for Princes Point Road, but also acknowledged that it would be important for engagement with the residents on the street as there are a variety of attitudes toward how streets are striped. The challenge is that road striping is not a one size fits all approach.

Dan offered to develop a guide on the MUTCD warrants for striping.

**Next Meeting Date: April 25, 2022**

# Traffic Calming Toolbox

Town of Yarmouth Maine

April 2022

# Acknowledgments

## Complete Streets Advisory Committee

### **Director of Planning and Development**

Erin Zwirko

### **Director of Yarmouth Community Services**

Karyn MacNeill

### **Town Engineer**

Steve Johnson

### **Town Police Chief**

Daniel Gallant

### **Town Fire Chief**

Mike Robitaille

### **Director of Public Works**

Erik Street

### **Director of Economic Development**

Scott LaFlamme

### **Bike & Pedestrian Committee Representative**

Mike Tremblay

## **Disclaimer**

The design and application of traffic calming measures may be complex and the appropriate treatments must be tailored to site specific conditions. All cases defer to engineering judgement, design and review.

## Table of Contents

- **Placeholder Text**

DRAFT

# Acronyms

AASHTO – The American Association of State Highway and Transportation Officials is a nonprofit, nonpartisan association representing highway and transportation departments representing all transportation modes.

AARP – The American Association of Retired Persons have identified key elements to measure for livability, including safe streets for people walking, biking and driving. Maine State Walking College fellowship program trains walkable/livable community advocates.

APBP – The Association of Pedestrian and Bicycle Professionals is a community of practitioners working to create more walkable, bikeable places.

BCM – The Bicycle Coalition of Maine works to make Maine a better and safer place to bike and walk.

FHWA – The Federal Highway Administration is an agency within the U.S. Department of Transportation that supports State and local governments in the design, construction, and maintenance of the Nation's highway system and various federally and tribal owned lands.

GPCOG – the Greater Portland Council of Governments is the federally mandated Regional Planning Organization, Metropolitan Planning Organization and an Economic Development District for the region.

MEDOT – The Maine Department of Transportation has responsibility for statewide transportation by all modes of travel.

MUTCD – The Manual on Uniform Traffic Control Devices sets minimum standards for all Traffic Control Devices (TCD) used on U.S. roads and highways. TCD (messages, locations, sizes, shapes, and colors) helps reduce crashes and congestion, and improves the efficiency of the surface transportation system.

NACTO – The National Association of City Transportation Officials is an association of 89 major North American cities and transit agencies formed to exchange transportation ideas, insights, and practices and cooperatively approach national transportation issues.

NEITE – The New England Section of the Institute of Transportation Engineers provides educational and networking opportunities for its members in the region.

USDOT – The U.S. Department of Transportation's mission is to deliver the world's leading transportation system, serving the American people and economy through the safe, efficient, sustainable, and equitable movement of people and goods. Traffic calming is included as a key strategy in improving public health through transportation planning and policy in their Transportation and Public Health Tool.

# Definitions

**Slow Streets** reduce traffic volume and speed to a minimum so that people can walk, bike, and run safely in the same shared space. Signs or barriers are used at entry points to indicate that through-traffic is prohibited and ground markings indicate shared space where possible. Slow Streets may be temporary or permanent and can incorporate traffic calming elements (NACTO).

**Traffic Calming** measures supports the livability and vitality of residential and commercial areas through improvements in non-motorist safety, mobility, and comfort. These objectives are typically achieved by reducing vehicle speeds or volumes on a single street or a street network. Traffic calming measures consist of horizontal, vertical, lane narrowing, roadside and other features that use self-enforcing physical or psycho-perception means to produce desired effects on driver behavior (FHWA).

**Interim-Approvals** are issued by the Federal Highway Administration to allow for the interim use, pending official rulemaking, of a new traffic control device, a revision to the application or manner of use of an existing traffic control device, or a provision not specifically described in the Manual of Uniform Traffic Control Devices (MUTCD).

**Facility Types** refers to the degree of separation from the motor vehicle travel lanes and other “human-powered” modes. Land use, speeds and volume of motor vehicle travel are important context for facility design (FHWA).

**Roadway Classifications** identify the primary components of a roadway system based on two functions – access and mobility. In Maine there are urban and rural designations. The functionally classified systems include (AASHTO):

- **Arterials** – primarily serve long-distance travel, higher posted speed limits and higher vehicle volumes daily to connect major trip generators. Includes interstates, freeways, expressways.
- **Minor Arterials** – a series of continuous routes that provide relatively high overall travel speeds with minimum interference to through movement.
- **Collectors** – collect traffic from Local Roads and connect traffic to Arterial roadways. Typically shorter than Arterial routes but longer than Local Roads.
- **Local Streets/Roads** – in rural or urban settings have lower speeds and provide land access from private property to destinations in In relatively short distances

# Background

In 2015, pursuant to goals set out in the Town's 2010 Comprehensive Plan, Yarmouth adopted a Complete Streets Policy (CSP), intended to provide a transportation network that is safe, efficient, interconnected, and sustainable for all modes of travel. Although the policy is aspirational, it enables a Complete Streets Advisory Committee (CSAC) to view every public project and phase related to transportation as an opportunity to improve the street network for all users.

The CSP prioritizes a network approach that seeks to improve the overall network and better connect fragmented portions of the town. A set of potential traffic calming measures can guide major developments, roadway projects, capital improvement projects, and recommendations for constructed improvements in the street network.

The goal of this toolbox is to provide examples of traffic calming measures that can be applied in a contextually sensitive manner in Yarmouth. The town's roads range from small town "urban compact zone" to rural settings, and each of these tools is appropriate for different contexts based on adjacent land use, road speeds and user volumes. This document does not intend to recommend a particular traffic calming design, as engineering judgment is required in all cases. It simply offers these potential design treatments that have been utilized by transportation engineers and planning professionals throughout the country.

Furthermore, the MEDOT has requirements and procedures for implementing temporary and permanent traffic calming measures, which are outline in the toolbox and provided in the Appendix. A variety of state, regional and national resources on the research of traffic calming measures is included for further information.



# Vertical Deflection

These treatments use raised elements that draw the driver's attention and reduce the driver's speed. These speed control treatments are best suited for lower speed, lower volume roads.

**Raised Crosswalk:** A flat-topped speed hump, marked as a crosswalk that extends from curb to curb with ADA compliant ramps.

- Best for street segment or intersection
- Used on residential or a local collector road



**Raised Intersection:** A flat area covering the intersection of two or more streets, generally raised to an intermediate or sidewalk level with ramps on all approaches. (Also called a tabled, hump or plateaued intersection).

- Best at street intersection
- Used on residential or a local collector road



# Vertical Deflection (continued)

**Speed Table:** A speed table is a raised area placed across the roadway designed to physically limit the speed at which a vehicle can traverse it. Like a speed hump, it extends across the travel way. Unlike a speed hump, a speed table has a long enough flat top (typically, 10 feet) to accommodate the entire wheelbase of most passenger cars. The longer longitudinal depth in the direction of travel enables comfortable and safe vehicle operating speeds that are faster than for a speed hump.



- Street segment
- Best for residential or a local collector road

**Speed lumps/pillows/cushion:** Similar to a traditional speed hump, speed pillows, lumps and cushions are used in locations where communities would like to have the effects of a speed hump without slowing the speed of emergency vehicles or adversely affecting drainage and bicycling.

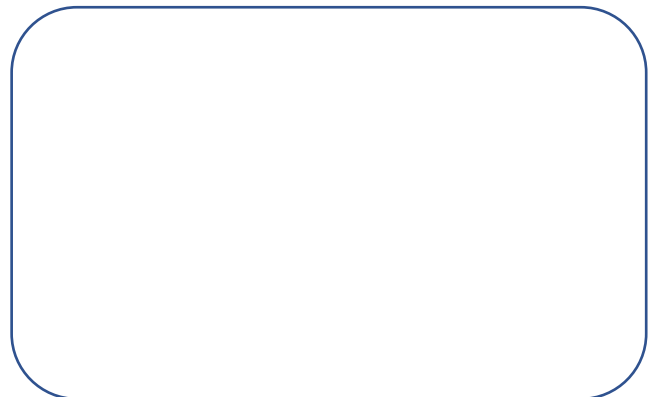
The lumps are commonly made out of prefabricated rubber shapes and bolted into place - leaving gaps for the tires of wide vehicles by evenly spacing them three or four across a street.



- Street segment
- Best for residential or a local collector road

**Speed Hump:** A rounded raised mound of pavement, typically 4 inches high and 12 feet wide, placed across a street.

- Street segment
- Best for residential or a local collector road



# Horizontal Alignment

These treatments use horizontal shifts in the roadway, painted or raised impediments, to cause the driver to make subtle swerves and reduce vehicle speeds.

**Roundabout:** A circular island and associated approach treatments located at the intersection of two or higher volume streets that will assign right-of-way among competing traffic movements.

- Appropriate at intersections
- Best for local collectors or residential collections
- Can be used on emergency and transit routes.

**Mini Roundabout:** As defined by FHWA, “a mini-roundabout is a type of intersection that can be used at physically-constrained locations in place of stop-controlled or signalized intersections to help improve safety problems and reduce excessive delays at minor approaches. Mini-roundabouts generally have an inscribed circle that is small enough to stay within the existing right-of-way (or within the existing curb lines if adequate space is available). Mini-roundabouts operate in the same manner as larger roundabouts, with yield control on all entries and counterclockwise circulation around a mountable (traversable) central island.

- Appropriate at intersections
- Best for local collectors or residential collections
- Can be used on emergency and transit routes.

# Horizontal Alignment (continued)

**Traffic Circle:** Larger than a roundabout but similar in concept, a traffic circle is a raised island, placed within an unsignalized intersection, around which traffic circulates. A circle forces a motorist to use reduced speed when entering and passing through an intersection, whether the vehicle path is straight through or involves a turn onto an intersecting street. When yield signs are used on each approach, traffic yields to vehicles within the circle, as is the case for a mini-roundabout.

The primary benefit of a traffic circle is an expected reduction in the number of angle and turning collisions. An additional benefit is that it can slow high-speed traffic at the intersection. A typical traffic circle has a horizontal clearance that is too small for a left-turning truck, emergency vehicle, or bus to circulate counterclockwise even with a partially mountable center island. If the local jurisdiction permits the movement, the large vehicle can make a left turn in front of the island. However, some jurisdictions prohibit turn in front of the island.

- Appropriate at intersections
- Best on local collectors or residential collections
- May not be appropriate for emergency or transit routes

# Horizontal Alignment (continued)

**Lateral Shift:** A lateral shift is a realignment of an otherwise straight street that causes travel lanes to shift in one direction. The primary purpose of a lateral shift is to reduce motor vehicle speed along the street. A typical lateral shift separates opposing traffic through the shift with the aid of a median island. Without the island, a motorist could cross the centerline in order to drive the straightest path possible, thereby reducing the speed reduction effectiveness of the lateral shift. In addition, a median island reduces the likelihood a motorist will veer into the path of opposing traffic, further improving the safety of the roadway for motorists.

- Appropriate on segments
- Best on local collectors or residential collections
- Can be used on emergency and transit routes.

**Offset/Realigned Intersection:** Offset intersections feature an offset distance between the centerlines of the intersecting minor road legs of an intersection. Through the offsetting of the legs of an intersection, the appearance is given that the minor roadway is not a through roadway. The additional turning movements required for through traffic has the effect of discouraging cut-through traffic. Offset intersections also have fewer potential conflict points than a traditional intersection and have been demonstrated to have lower crash rates.

- Appropriate at intersections
- Best on local collectors or residential collections
- Can be used on emergency and transit routes.

# Horizontal Alignment (continued)

**Transverse Markings:** These can be used to provide a visual reduction in the width of a travel lane to encourage motorists to increase separation from the roadway edge. Considered a low-cost safety treatment by the FHA, optical speed bars are effective on rural roads with horizontal curve speed reduction. Experimentation in rural communities showed moderate reduction in speeding (*Midwest Transportation Consortium, 2013*).

- Appropriate on segments
- Best on local collectors or residential collections
- Can be used on emergency and transit routes.

**Chicane:** : A chicane is a series of alternating curves or lane shifts that are located in a position to force a motorist to steer back and forth out of a straight travel path. The curvilinear path is intended to reduce the speed at which a motorist is comfortable travelling through the feature. The lower speed could in turn result in a traffic volume reduction

- Appropriate on segments, local collectors or residential collections
- Not appropriate on emergency and transit routes

# Street Width Reduction

These treatments use physical impediments to control speed, turning movements and vehicle volumes. The USDOT notes that narrowing of the street or travel lanes also improves the environment for pedestrians and other users by:

- decreasing vehicle travel lanes for pedestrians to cross,
- providing room for a pedestrian crossing median,
- improving safety for bicyclists when bicycle lanes are added,
- providing an opportunity for on-street parking (which also serves as a buffer between pedestrians and vehicles),
- reducing rear-end and side-swipe crashes,
- improving speed limit compliance, and
- decreasing crash severity when crashes do occur.

## **Mid-Block Narrowing/Pinch**

**Point/Choker:** A narrowing of a street at an intersection, mid-block, or on a segment of a street in order to reduce the width of the traveled way (to either two narrow lanes or a single lane) by construction of a sidewalk or landscape buffer.



- Generally used on street segments
- Applicable on many road types

# Street Width Reduction (continued)

## **Curb Extension/Bump Out/Neckdown:**

Curb extensions visually and physically narrow the roadway, creating safer and shorter crossings for pedestrians while increasing the available space for street furniture, benches, plantings, and street trees. They may be implemented on downtown, neighborhood, and residential streets, large and small. Curb extensions have multiple applications and may be segmented into various sub-categories, ranging from traffic calming to bus bulbs and midblock crossings.



- Best at intersections and segments
- Applicable on many road types

**Lane Narrowing:** Pavement markings or reduced pavement used to create lanes whose width is uniform, but less than typical. Lane or road narrowing can also be done by increasing the sidewalk with or adding bicycle facilities to the road. On-street parking demarcated with a parking lane stripe also serves to visually narrow the roadway. Diagonal parking can also be used to increase parking capacity and requires narrower travel lanes to accommodate.



- Appropriate for street segments
- Applicable on many road types

**Road Diet:** A typical road diet technique is to reduce the number of lanes on a roadway cross-section. One of the most common applications of a road diet is to improve safety or provide space for other modes of travel. For example, a two-way, four lane road might be reduced to one travel lane in each direction.



- Appropriate for intersections or segments
- Caution suggested for consideration on local or local residential roads

# Street Width Reduction (continued)

## Median Island/Pedestrian Refuge

**Island:** A median island narrowing is a raised island located along the street centerline that narrows the travel lanes at that location. The visual appearance of narrowed lanes encourages a motorist to slow. It can be a painted area but it is most effective when it is defined by a raised curb and landscaped to further reduce the open feel of a street. Median islands often incorporate textured pavement, especially if it lacks a raised concrete curb. A median island can often double as a pedestrian refuge island with a cut thru and a marked crosswalk.

- Appropriate at intersections and on street segments
- Applicable on many road types

**Center Island Narrowing:** A physical device located on a segment of a street in order to reduce the width of the traveled way and provide a refuge for pedestrians. (Also called median slow point or median choker.)

- Appropriate for segments
- Applicable on many road types

**Gateway treatment** – A combination of a vertical, raised element and a horizontal shift. Often used at the entrance to an area of slower speeds like a residential neighborhood or a downtown.

- Appropriate at intersections
- Applicable on many road types

# Vehicle Use & Routing Restrictions

These traffic calming measures can include physical impediments and signage to regulate vehicle use and turning movements.

**Forced Turn Island:** Raised islands that restrict movements at an intersection in shape and signage.

- Appropriate for intersections
- Best suited to local and residential roads.



**Diagonal Diverter:** A barrier placed between opposite corners of an intersection, prohibiting through traffic. (Also called full diverter or diagonal road closure).

- Appropriate at intersections
- Even on local or residential roads should be used with caution



**Semi Diverter:** A physical barrier which prohibits one or more traffic movements at an intersection or on a street, while not completely closing the street.

- Appropriate at intersections
- Even on local residential roads should be used with caution



**Median Barrier:** A physical barrier which separates opposing traffic. Can be raised and landscaped.

- Appropriate on segments
- Can be challenging for emergency access if raised
- Can be landscaped



# Vehicle Use & Routing Restrictions (continued)

**Truck Use Restriction:** This requires an alternative arterial truck route and state approval may be required. Heavy loads can be restricted by the MEDOT on State and State aid roads, but local municipalities can also have “posted” road closures.

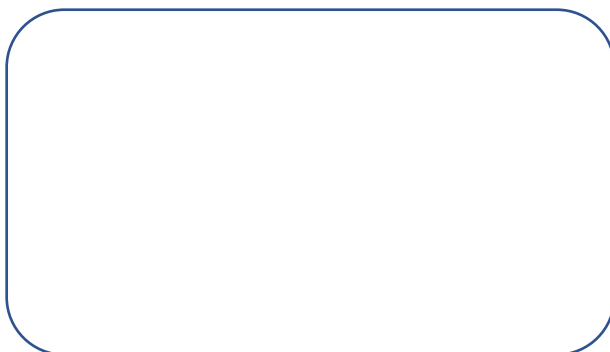
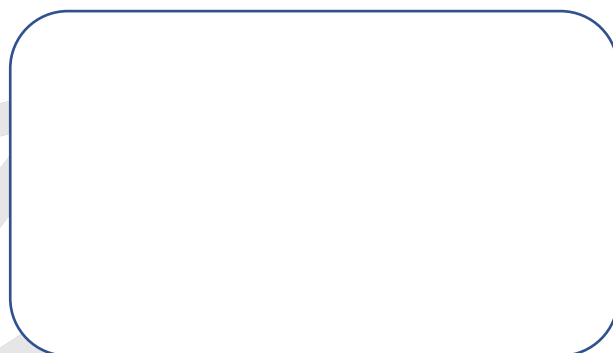
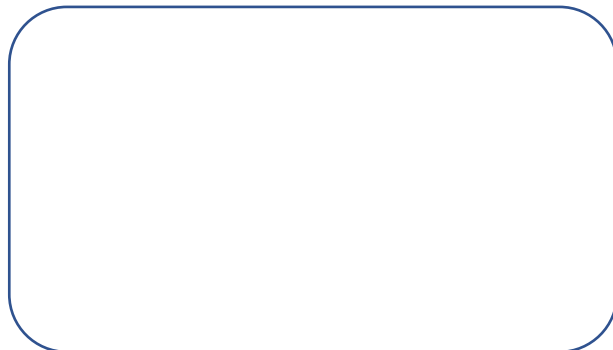
- Can be applied to residential roads

**One-way street:** A street designated for travel in a single direction only. Should be paired with additional on-street parking or bicycle facilities to help narrow the roadway. One-way conversions are contested. Sometimes removing one-way streets is viewed as traffic calming if speeding is documented..

- Appropriate for segments
- Best for local and residential roads

**Full Street Closure:** A street closure which includes construction of a turn-around area. A “play street” is a form of a full closure and a “slow street” that is temporary or only allows local traffic is a half closure.

- Appropriate for segments or intersections
- Should be used with caution even on local roads



# Visual and Auditory Feedback Treatments

## **Speed (Driver) Feedback Signs:**

informative only but data can be used by enforcement to determine if speeding is occurring.

- Appropriate for segments or intersections
- Best for entering areas of residential and commercial activity



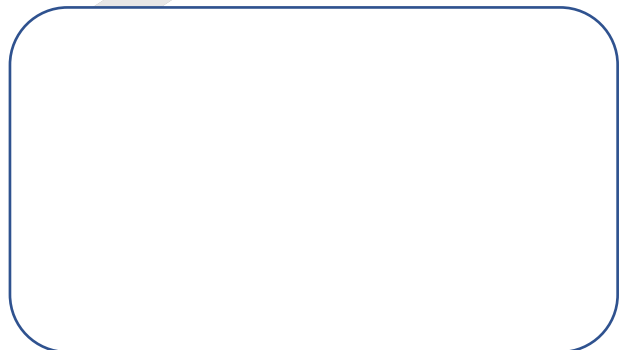
**Rumble Strip:** Provides visual and auditory cues to drivers that they should decrease speed. Can be applied on centerline or in the shoulder in the direction of travel, or horizontally across the road to warn drivers of an upcoming stop.

- Appropriate for segments or intersections
- Should be used with caution even on local roads



**Pavement textures:** Changes in pavement color and texture can have similar effect as rumble strip. Research has shown that colored surface dressing at a community entrances were effective in rural applications.

- Appropriate for segments or intersections
- Applicable for many types of roads



# Multi-Modal Facilities for Traffic Calming

The addition of multimodal facilities for people walking and bicycling can be used improve transportation choices and accessibility in rural communities, and calm rural roadways.

**Mixed traffic facilities** are best for roads with low volumes of vehicular traffic and low speeds (below 30mph).

## Bicycle Boulevard

- Shared roadway bicycle facility
- Priority for bicyclists
- Best for local and residential streets
- Connects walking and biking routes through rural town street networks



## Yield Roadway

- Doesn't prioritize a road user
- Serves bidirectional moving traffic without lane markings in roadway travel area
- Best for local residential roads and not through traffic
- Suited for very low volume residential roads lacking sidewalks
- Already common practice on rural roads but generally unmarked



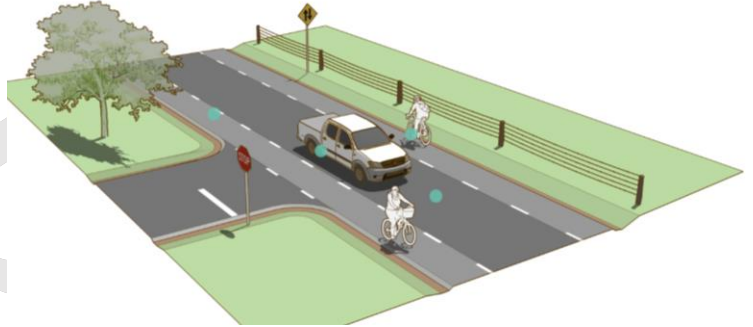
# Multi-Modal Facilities for Traffic Calming

(Continued)

**Mixed traffic facilities** are best for roads with low to moderate volumes of vehicular traffic and low speeds (below 30mph).

## Advisory Shoulders

- Also called “edge lane roads” or “dashed bicycle lanes”
- Create usable shoulders for bicyclists on roadways otherwise too narrow to accommodate one. Delineated by pavement marking and optional pavement color.
- Narrows roadway for drivers and provides a space for people walking and bicycling.



- Motorists may only enter the shoulder when no bicyclists are present and must overtake these users with caution due to potential oncoming traffic.
- Requires a Request for Experimentation from FHWA until formally approved.

Placeholder for Yarmouth Photo

# Multi-Modal Facilities for Traffic Calming

(Continued)

**Visually separated facilities** are most appropriate on roads with low to moderate volumes of traffic operating at moderate speeds. These facilities use markings and buffer striping to increase the distance between motorists and people walking or bicycling.

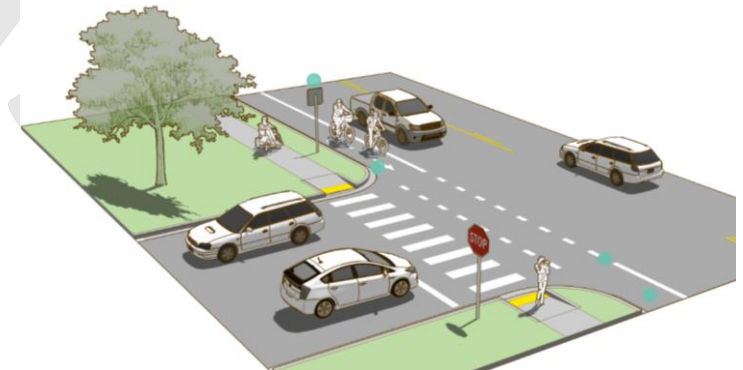
## Pedestrian Lane

- An interim or temporary exclusive pedestrian facility
- Best for roads with low to moderate speeds and volumes
- Fill short gaps between other higher quality facilities.



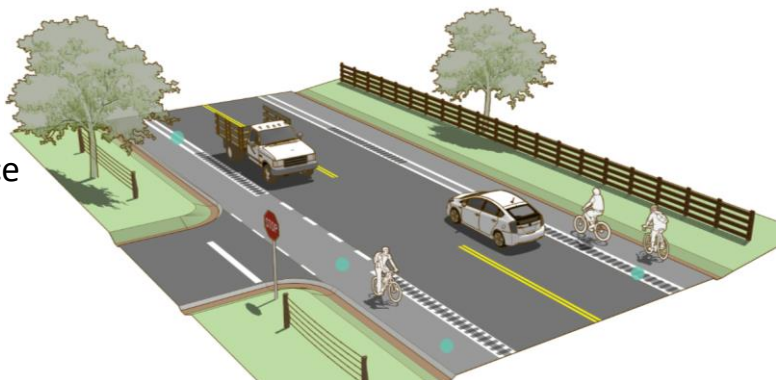
## Bicycle Lane

- Exclusive space for bicyclists through the use of pavement markings and optional signs
- Directly adjacent to motor vehicle travel lanes, in same direction



## Paved Shoulder

- On the edge of roadways as a functional space for bicyclists and pedestrians to travel in the absence of physically separated facilities
- Can use pavement markings or textures, optional signage to differentiate road users



# Multi-Modal Facilities for Traffic Calming

(Continued)

**Physically separated facilities** are most appropriate on roads with high volumes of traffic operating at high speeds (above 35mph). Some form of physical barriers, vertical or wide horizontal separation increases the comfort and safety of people walking or bicycling adjacent to drivers.

Separation types range from simple, painted buffers and flexible delineators, to more substantial separation measures including raised curbs, grade separation, bollards, planters and planted medians, jersey barriers and parking lanes.

- Separated Bike Lane – dedicated space for people biking (or rolling) with a vertical element of separation from motorized traffic
- Sidewalk – dedicated space separated by a curb or unpaved buffer space, and exclusively for people walking
- Sidepath – a bidirectional shared use path directly adjacent and parallel to a roadway.
- Shared Use Path - a combined use path operating independently from motorized traffic. Optimal comfort for all people of all ages and mobility abilities. These facilities are often located in parks, along rivers, beaches, and in greenbelts or former rails, where there are few conflicts with motorized vehicles.

Place holder for Beth Condon Parkway photo (Sidepath)

# Examples of Use in Maine

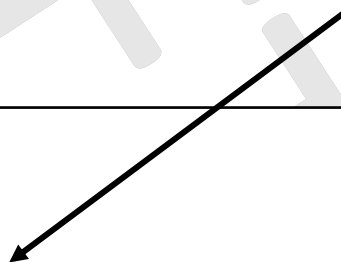
## **Kennebunk Traffic Calming Policy**

The Town's Public Safety Committee, which also consists of Town Staff, adopted a Traffic Calming Policy to evaluate the use of in-street devices to address traffic safety issues.

Using education, enforcement and engineering methods, the committee evaluates and selects the appropriate treatments. Their policy incorporates criteria (speed, volumes and accidents) and warrants for each as based on the ITE and MUTCD. When any ONE of the warrants are met, the area is deemed a candidate for traffic calming. Some locations are prioritized for traffic calming such as elementary schools, pedestrian generators, bicycle route, transit street and pedestrian facilities.

(See Appendix for full policy)

Label tool type



Placeholder for photo

# Examples of Use in Maine

## Bangor Traffic Calming Policy & Pedestrian Safety Action Plan

In 2008, Bangor adopted a traffic calming policy aimed to bring consistency to the way the city responds to complaints and concerns about street safety. It would govern the installation of traffic calming treatments and create a process for the public to request traffic calming measures.

Since then, the city has also adopted a Pedestrian Safety Action Plan (2020) and conducted a “walk audit” in 2021 to identify street segments and intersections to prioritize. With support from the Bangor Livable Communities Committee, they conducted a city-wide mobility audit to get people who work and live in the city out and about to evaluate the safety and accessibility of their neighborhood streets. The data that results from the audit were used in the city’s Comprehensive Plan to generate recommendations for making the city’s streets and sidewalks safer. The City performed this mobility audit under the framework set out by AARP in their Walk Audit toolkit, actively sought feedback from all members of the public about mobility, particularly the disability community.

Source: [Bangor council sets policy to calm traffic in neighborhoods \(bangordailynews.com\)](https://bangordailynews.com); [Bangor Livable Communities Committee to review Walk Audit \(bangordailynews.com\)](https://bangordailynews.com); [10.20 Infrastructure Committee.pdf \(bangormaine.gov\)](https://bangormaine.gov)

Placeholder

# Examples of Use in Maine

## **North Yarmouth Traffic Calming Pilot with “Imagine People Here” BCM Campaign**

In 2019 the Town installed temporary traffic calming treatments in the Village Center to improve pedestrian safety and walkability. The treatments were designed and implemented with support from the MEDOT, BCM, Build Maine, Ransom Consulting, AARP and GPCOG.

The Town installed lane delineator “gateways” and crosswalks on Rte 115 between the intersections with Rte 9 to calm traffic. Shared lane markings and “Bicycle May Use Full Lane” signs were also added to the roadway at locations where the roadway has been narrowed to encourage bicyclists to use the full lane.

*Source:*



*Photo Source:*

# Sources

- [Home - Rural Design Guide](#)
- [Small Town and Rural Multimodal Networks \(dot.gov\)](#)
- [Maine DOT Guidelines for Traffic Calming](#)
- [Traffic Calming ePrimer - Safety | Federal Highway Administration \(dot.gov\)](#)
- [Traffic Calming Measures - Institute of Transportation Engineers \(ite.org\)](#)
- [Slow Streets | National Association of City Transportation Officials \(nacto.org\)](#)
- [Build Maine \(build-maine.com\)](#) Tactical Urbanism Lightning Grant
- Bicycle Coalition of Maine
- [NEITE-Final-Traffic-Calming-Guidelines-6-30-2016.pdf](#)
- [FederalFunctionalClassificationofHighways.pdf \(maine.gov\)](#)
- [Traffic Calming 101 \(pps.org\)](#)
- [Transverse Speed Bars for Rural Traffic Calming Tech Brief \(iastate.edu\)](#)
- [Traffic Calming to Slow Vehicle Speeds | US Department of Transportation](#)
- [Low-Cost Safety Improvements for Horizontal Curves | FHWA \(dot.gov\)](#)
- [Colored Entrance Treatments for Rural Traffic Calming \(iowa.gov\)](#)
- [Speed Management Toolbox for Rural Communities \(iastate.edu\)](#)
- <https://www.advisorybikelanes.com/rural-edge-lane-roads.html>
- [Microsoft Word - Procedure for Implementing Demonstration Project and Non-project Related Roadway Changes.docx \(maine.gov\)](#)
- <https://www.maine.gov/mdot/mlrc/technical/trafficissues/>
- <https://www.maine.gov/mdot/bikeped/bikepedsafety/>

# Appendix

DRAFT

# Toolbox Organization

Tool Name	Definition
	<b>Applicability</b>
	Cost

## Legend

5 – traffic calming measure may be appropriate

3 – caution; traffic calming measure could be inappropriate

1 – traffic calming measure is likely inappropriate

Table. Likelihood of Acceptability of Traffic Calming Measure

Traffic Calming Measure	Segment or Intersection	Functional Classification			Street Function	
		Thoroughfare or Major	Collector or Residential Collector	Local or Local Residential	Emergency Access	Transit Route
<b>Horizontal Deflection</b>						
Lateral Shift	Segment	3	5	5	5	5
Chicane	Segment	1	5	5	3	3
Realigned Intersection	Intersection	1	5	5	5	5
Traffic Circle	Intersection	1	3	5	3	3
Small Modern & Mini-Roundabout	Intersection	3	3	5	5	5
Roundabout	Intersection	5	3	1	5	5
<b>Vertical Deflection</b>						
Speed Hump	Segment	1	5	5	1	3
Speed Cushion	Segment	1	5	5	5	5
Speed Table	Segment	3	5	5	1	3
Offset Speed Table	Segment	3	5	5	5	3
Raised Crosswalk	Both	3	5	5	1	3
Raised Intersection	Intersection	3	5	5	3	3
<b>Street Width Reduction</b>						
Corner Extension	Intersection	5	5	5	5	5
Choker	Segment	5	5	5	5	5
Median Island	Both	5	5	5	5	5
On-Street Parking	Segment	5	5	5	5	5
Road Diet	Both	5	5	3	5	5
<b>Routing Restriction</b>						
Diagonal Diverter	Intersection	1	3	3	1	3
Full Closure	Both	1	3	3	1	1
Half Closure	Intersection	1	5	5	3	3
Median Barrier	Intersection	3	5	5	1	3
Forced Turn Island	Intersection	3	5	5	3	3

Source: Placeholder

# Toolbox Organization

Tool	Definition
Name	Applicability
	<b>Cost</b>

## 5 Key Cost Factors

Size of traffic calming element  
 Scale of overall project  
 Landscaping  
 Drainage  
 Relocating utility access points

Table. Approximate Implementation Cost for a Traffic Calming Measure

Traffic Calming Measure	Typical Cost for Implementation <sup>1</sup>			Comments
	Low (<\$6k)	Medium (\$6k-\$15k)	High (>\$15k)	
<b>Horizontal Deflection</b>				
Lateral Shift		Medium		
Chicane		Medium		Between \$8,000 and \$10,000 for typical small chicane with simple design; as much as \$25,000 for replacement of existing curbing or modifying drainage structures
Realigned Intersection		Medium		
Traffic Circle		Medium		Typical unit cost around \$15,000 with common range between \$10,000 and \$25,000 <sup>2</sup>
Mini-Roundabout		Medium	High	Typical range between \$15,000 and \$60,000
Roundabout			High	Typical range between \$150,000 and \$2 million
<b>Vertical Deflection</b>				
Speed Hump	Low			Typical unit cost ranges between \$2,000 and \$4,000; costs ranging between \$1,000 and \$8,000 have been reported <sup>3</sup>
Speed Cushion	Low			Typical cost for set of rubber cushions ranges between \$3,000 and \$4,000; for asphalt set, range between \$2,500 and \$6,000 <sup>4</sup>
Speed Table		Medium		Requires more material than speed hump; typical unit cost ranges between \$2,500 and \$8,000
Offset Speed Table		Medium		
Raised Crosswalk		Medium		Typically requires more material than a speed hump; cost ranges between \$4,000 and \$8,000
Raised Intersection			High	Wide range for typical cost – between \$15,000 and \$60,000 (and higher depending on width of intersecting roads and drainage requirements)
<b>Street Width Reduction</b>				
Corner Extension		Medium	High	If drainage is not an issue, typical cost for four corner extensions ranges between \$8,000 and \$12,000; if drainage alteration is required, cost can increase to \$40,000
Choker		Medium	High	Typical cost ranges between \$10,000 and \$25,000, depending on size of choker and drainage considerations
Median Island		Medium	High	Typical cost can range between \$15,000 and \$55,000; cost is direct function of length and width of median island <sup>5</sup>
On-Street Parking	Low			
Road Diet	Low			Requires pavement markings, signs, and potential reconfiguration or adjustment of signals at intersections
<b>Routing Restriction</b>				
Diagonal Diverter	Low	Medium		Typical cost for single diverter with limited drainage modifications is around \$6,000; costs can vary widely based on size, drainage, materials, and landscaping
Full Closure		Medium	High	Simple closure can cost less than \$10,000; complex closure with drainage modifications can cost as much as \$100,000
Half Closure	Low	Medium	High	Cost can range from \$3,000 for asphalt, pre-cast curb bulb with no drainage modifications to \$40,000 for measure fully integrated into streetscape with poured-in-place concrete corner extensions, landscaping and drainage modifications
Median Barrier & Forced Turn Island	Low	Medium	High	Typical cost can range between \$1,500 and \$20,000, depending on length and width of barrier, construction materials, and landscaping <sup>6</sup>

Source: Placeholder

# MEDOT Policies on Traffic Calming

The MEDOT has specific policies and processes that apply to using traffic calming measures on Maine's roads. They also vary for temporary or permanent installations. *(Full policies are included in the Appendix.)*

**Demonstration Projects:** Applicants must follow guidelines and implementation requirements to experiment with low-cost measures to implement complete streets concepts and temporary traffic calming features. Applies to all state and state-aid roads. *Source:* [Microsoft Word - Procedure for Implementing Demonstration Project and Non-project Related Roadway Changes.docx \(maine.gov\)](#)

## **MaineDOT Guidelines for the Use of Traffic Calming Devices**

Outlines the state preferred treatments, and the limits of their acceptance and use on Maine Roadways. MEDOT also recommends a community develops a traffic calming measures develop a municipality-wide or regionally- based traffic calming plan that documents the needs and specifies the areas where traffic calming may be appropriate to address the needs of the community. Proposed measures for corridors must have a transportation analysis done before MaineDOT will make a decision on the request.

*Source:* <https://www.maine.gov/mdot/completestreets/docs/Guidelinesfortrafficcalmingupdated9711.pdf>;  
<https://www.maine.gov/mdot/engineering/docs/practices/2018/Road-Diet-Guideline.pdf>

## **MEDOT Policy on Speed Reduction**

Maine law also states that any town must receive approval of the MaineDOT and the chief of the Maine State Police before any speed limit is enacted or altered. Only “qualifying municipalities” have this authority and must follow requirements. A “qualifying municipality” is one that (1) has a population over 2,500 as measured by the last US Census, or (2) employs a professional engineer (PE) licensed in Maine.

*Source:* [Maine Local Roads Center - Traffic Issues | MaineDOT](#)



Erin Zwirko, AICP, LEED AP  
Director of Planning & Development  
E-mail: [ezwirko@yarmouth.me.us](mailto:ezwirko@yarmouth.me.us)

Tel: 207-846-2401  
Fax: 207-846-2438

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**TOWN OF YARMOUTH**  
200 Main Street, Yarmouth, Maine 04096  
[www.yarmouth.me.us](http://www.yarmouth.me.us)

**To:** Complete Streets Advisory Committee  
**From:** Erin Zwirko, Director of Planning & Development  
**Subject:** South Street Traffic Calming  
**Date:** April 20, 2022

With the redevelopment of certain properties in the Yarmouth Village, there have been requests to take a look at additional traffic calming interventions on South Street, in particular, but the same concern could extend to Center Street and Cumberland Street. This memo provides an overview of the constraints of South Street, planned work, and how future interventions could be implemented. The discussion at the April 25<sup>th</sup> Complete Streets Advisory Committee (CSAC) meeting is intended to provide an opportunity for the Committee to may a discussion on short-term as well as long-term traffic calming interventions.

South Street has a narrow right-of-way that varies through the length. South Street is currently a two-way road and does not have any sidewalks or curbs. The addition of sidewalks is constrained by existing trees and utility poles and may only be possible to add if the street became one-way. The pavement condition is deteriorated. Parking along South Street is haphazard.

The developer of 298 Main Street is required to make certain improvements to their frontage along South Street including repaving curb to curb and improving the sidewalk along the 298 Main Street property. The Main Street Streetscape Phase 2 project will address the intersection of South Street and Main Street. Finally, significant pavement deterioration will be addressed in the near future with an overlay.

The CSAC earlier this year determined that advisory lanes would be an appropriate application in the short-term. The pavement condition would cause the paint to deteriorate quickly but could be repainted as necessary. Parking may interfere with the usage of advisory lanes should they be installed. The CSAC may want to officially endorse the use of advisory lanes on South Street but should also determine how to negotiate the curve closer to the intersection with West Elm Street and whether parking is a concern.

For more specific improvements, the Town lacks the funding to a more detailed approach to South Street, as well as considering Center Street and Cumberland Street, which should be considered together if there were decisions made around changing traffic circulation (i.e., converting these streets to one-way). If a sidewalk were installed, there Town would want to take the opportunity to improve the structural condition of the street and add drainage, which may result in property impacts (real or perceived) and significant tree impacts. Addressing the triangular area between South Street, West Elm Street, and Main Street may be ripe for a grant application to receive engineering and design support.

*"Our Latchstring Always Out"*

## Erin Zwirko

---

**From:** Erin Zwirko  
**Sent:** Monday, April 11, 2022 5:14 PM  
**To:** Dan Gallant; Dan Ostrye; Erik Street; Karyn MacNeill; Mike Robitaille; Mike Tremblay; Nat Tupper; Nicholas Ciarimboli; Scott LaFlamme; Steven Johnson  
**Cc:** Juliana Dubovsky  
**Subject:** RE: Lafayette Street/Princes Point Road Intersection Survey  
**Attachments:** Data\_All\_220411.pdf; Survey Results Formatted.xlsx

Hi CSAC,

This survey closed on April 1 (I actually extended it through that weekend because it went out with the April newsletter again). Attached is the printout from Survey Monkey and the survey results in Excel. I organized the Excel file a bit, so it is easier to read.

We received 207 responses, which seems fantastic:

- 67% of respondents didn't feel safe crossing the intersection. Those that filled in the open-ended response following this question did express that they would cross the intersection if it were safer.
- Destinations of respondents going through the intersection is everywhere (no one destination stood out).
- Vehicle speeds, sight lines, lack of sidewalks/crosswalks, and limited to no shoulder were still the top reasons for concern.
- Ped activated flashing light, sidewalks, and increasing the width of the shoulder on Lafayette were still top suggested interventions.
- 60% of respondents identified as women (note that this was an optional question)
- 51% of respondents identified their age as between 46-65 (note that this was an optional question)

In the open-ended question, I categorized the comments we got (see sheet 2 in the excel file):

- Many comments included the word safety.
- Sidewalks and shoulders were mentioned quite a bit.
- Increased congestion was mentioned a few times.
- Speeding.
- Those that self-identified as a runner, biker, walker, referred to this intersection as top dangerous intersection. Many notes about no good place to cross and poor sight lines.

Let me know if you have any questions about the results, thanks,  
Erin

Erin Zwirko, AICP, LEED AP  
Director of Planning & Development  
Town of Yarmouth  
Office: 207-846-2401  
[ezwirko@yarmouth.me.us](mailto:ezwirko@yarmouth.me.us)

---

**From:** Erin Zwirko  
**Sent:** Friday, March 11, 2022 12:47 PM  
**To:** Dan Gallant <DGallant@Yarmouth.me.us>; Dan Ostrye <dostrye@gmail.com>; Erik Street <EStreet@Yarmouth.me.us>; Karyn MacNeill <kmacneill@yarmouth.me.us>; Mike Robitaille <MRobitaille@Yarmouth.me.us>; Mike Tremblay <mtrem225@gmail.com>; Nat Tupper <ntupper@Yarmouth.me.us>; Nicholas Ciarimboli <NCiarimboli@yarmouth.me.us>; Scott LaFlamme <slaflamme@yarmouth.me.us>; Steven Johnson

<SJohnson@yarmouth.me.us>

**Cc:** Juliana Dubovsky <jdubovsky@yarmouth.me.us>

**Subject:** RE: Lafayette Street/Princes Point Road Intersection Survey

Hi CSAC,

I downloaded an initial data dump from the survey on Lafayette Street/Princes Point Road. We have 154 responses and it's open through April 1. See attached for the summary file from Survey Monkey.

Initial summary:

- 73% of respondents didn't feel safe crossing the intersection (survey publicity might be somewhat self-selecting);
- Destinations of respondents going through the intersection is everywhere (no one destination stood out).
- Vehicle speeds, sight lines, lack of sidewalks/crosswalks, and limited to no shoulder were the top reasons for concern.
- Ped activated flashing light, sidewalks, and increasing the width of the shoulder on Lafayette were top suggested interventions.

Other comments:

- General appreciation from respondents for taking a closer look. 😊
- Reduce speed limits.
- Bring awareness to the intersection before reaching the intersection in tandem with ped/bike crossing.

I'll send everything out again after April 1 for your consideration. I'm not sure how many more responses we will get between now and then, but I'll ask Jen Van Allen to publicize it again via social media toward the end of the month.

Have a nice weekend,  
Erin

Erin Zwirko, AICP, LEED AP  
Director of Planning & Development  
Town of Yarmouth  
Office: 207-846-2401  
[ezwirko@yarmouth.me.us](mailto:ezwirko@yarmouth.me.us)

---

**From:** Erin Zwirko

**Sent:** Thursday, February 17, 2022 12:14 PM

**To:** Dan Gallant <[DGallant@Yarmouth.me.us](mailto:DGallant@Yarmouth.me.us)>; Dan Ostrye <[dostrye@gmail.com](mailto:dostrye@gmail.com)>; Erik Street <[ESTreet@Yarmouth.me.us](mailto:ESTreet@Yarmouth.me.us)>; Karyn MacNeill <[kmacneill@yarmouth.me.us](mailto:kmacneill@yarmouth.me.us)>; Mike Robitaille <[MRobitaille@Yarmouth.me.us](mailto:MRobitaille@Yarmouth.me.us)>; Mike Tremblay <[mtrem225@gmail.com](mailto:mtrem225@gmail.com)>; Nat Tupper <[ntupper@Yarmouth.me.us](mailto:ntupper@Yarmouth.me.us)>; Nicholas Ciarimboli <[NCiarimboli@yarmouth.me.us](mailto:NCiarimboli@yarmouth.me.us)>; Scott LaFlamme <[slaflamme@yarmouth.me.us](mailto:slaflamme@yarmouth.me.us)>; Steven Johnson <[SJohnson@yarmouth.me.us](mailto:SJohnson@yarmouth.me.us)>

**Subject:** Lafayette Street/Princes Point Road Intersection Survey

Hi CSAC,

At recent meetings, the Complete Streets Advisory Committee discussed releasing a survey to gather feedback about the Lafayette Street and Princes Point Road intersection from pedestrians and bicyclists primarily. The survey is now available: <https://www.surveymonkey.com/r/LafayetteStIntersection>. It will be open through April 1. Results will help inform the feasibility study for the intersection that we plan to kick off this spring.

Karyn will be including it in the Activity Guide to be released tomorrow and Jen will be adding it to the website/social/March newsletter.

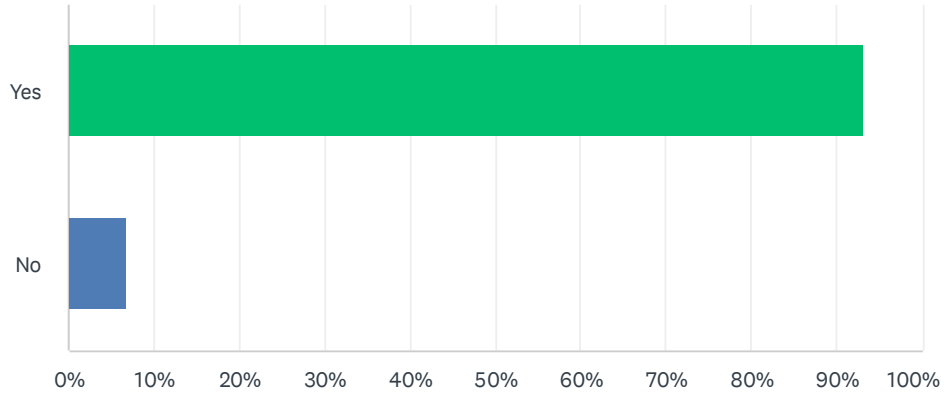
Please feel free to circulate it to anyone who might be interested in providing feedback on that intersection.

Best,  
Erin

Erin Zwirko, AICP, LEED AP  
Director of Planning & Development  
Town of Yarmouth  
200 Main Street  
Yarmouth, ME 04096  
Office: 207-846-2401  
[ezwirko@yarmouth.me.us](mailto:ezwirko@yarmouth.me.us)

# Q1 Do you travel through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street on a regular basis?

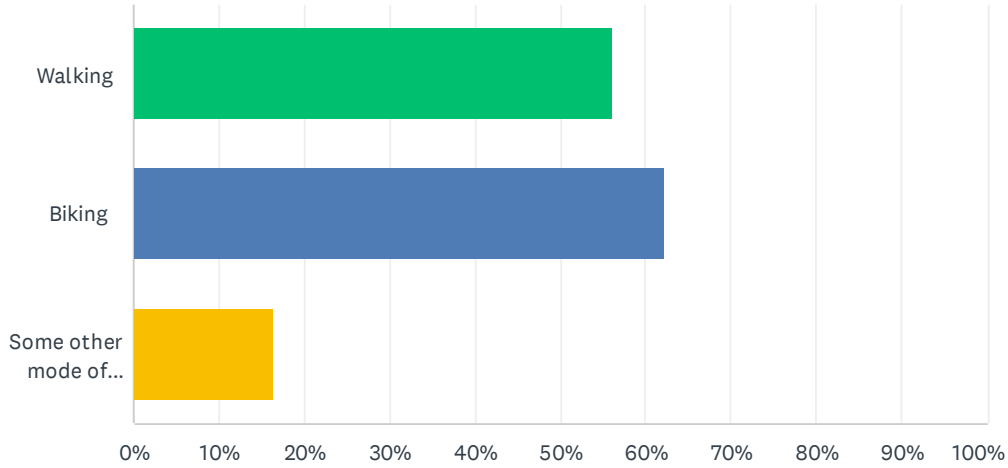
Answered: 207 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	93.24%	193
No	6.76%	14
TOTAL		207

Q2 When you are not driving through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street, do you walk, bike, or use some other mode? Select all that apply.

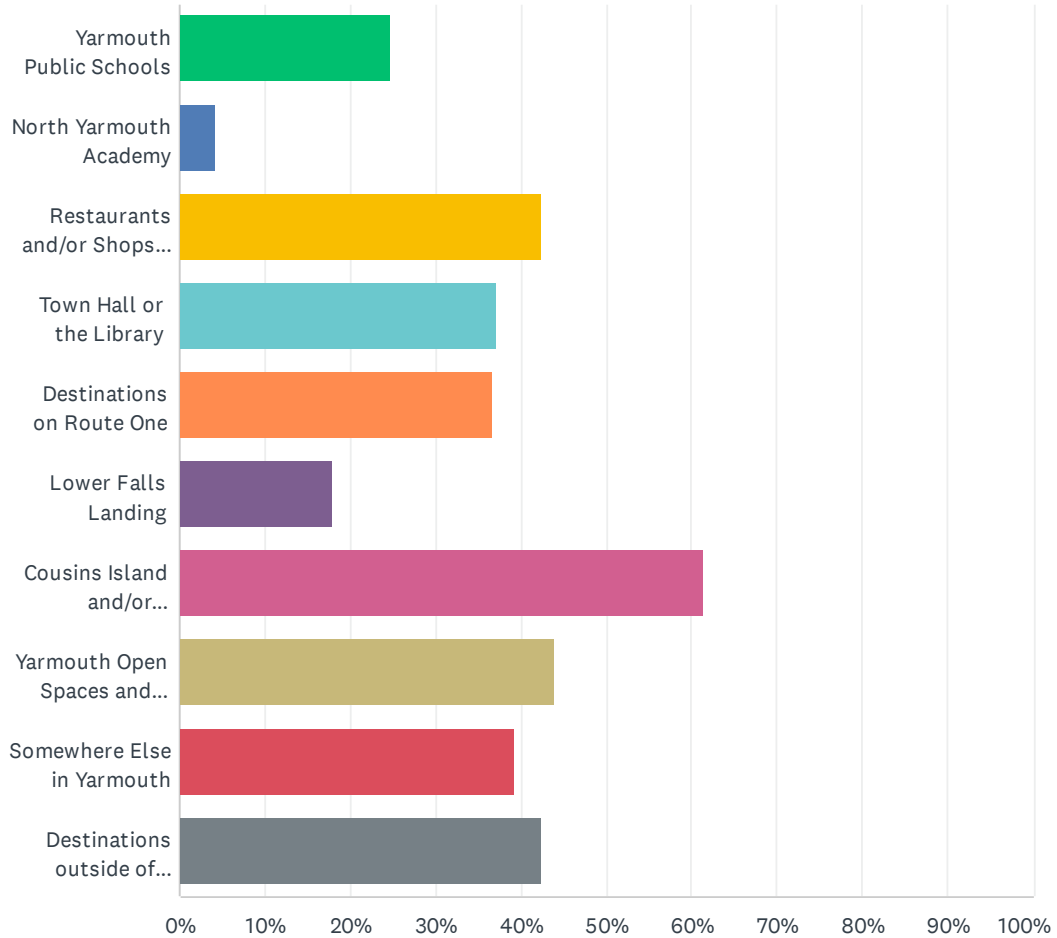
Answered: 207 Skipped: 0



ANSWER CHOICES	RESPONSES
Walking	56.04% 116
Biking	62.32% 129
Some other mode of transportation	16.43% 34
Total Respondents: 207	

### Q3 What is your destination when traveling through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street? Select all that apply.

Answered: 207 Skipped: 0



Town of Yarmouth

ANSWER CHOICES	RESPONSES	
Yarmouth Public Schools	24.64%	51
North Yarmouth Academy	4.35%	9
Restaurants and/or Shops in Yarmouth Village	42.51%	88
Town Hall or the Library	37.20%	77
Destinations on Route One	36.71%	76
Lower Falls Landing	17.87%	37
Cousins Island and/or Littlejohn Island	61.35%	127
Yarmouth Open Spaces and Recreational Facilities	43.96%	91
Somewhere Else in Yarmouth	39.13%	81
Destinations outside of Yarmouth	42.51%	88
Total Respondents: 207		

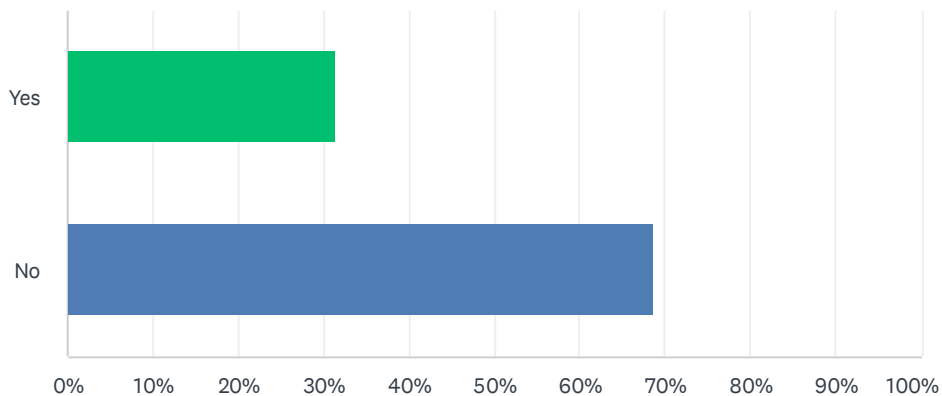
#	OTHER (PLEASE SPECIFY)	DATE
1	Part of walk or bike loop, visiting friends on Little John Island, Sunset Point	4/3/2022 2:39 PM
2	South and north to other towns...and everywhere.	4/3/2022 8:57 AM
3	Home	4/3/2022 7:52 AM
4	Access to Pleasant St	4/2/2022 9:38 AM
5	Home I live off pleasant	4/2/2022 8:08 AM
6	It seems like this question assumes that the driver is leaving the Princes Point Rd for Yarmouth destinations. I travel FROM the village through this intersection to go to Princes Point, Drinkwater Point, etc. Sometimes I drive this way to Falmouth.	4/2/2022 7:21 AM
7	My home in the village	4/1/2022 10:24 PM
8	Princes Point	4/1/2022 5:09 PM
9	St. Bartholomew's Church off Gilman	4/1/2022 3:23 PM
10	part of my daily walking loop	4/1/2022 1:30 PM
11	Portland	3/29/2022 1:52 PM
12	Various	3/16/2022 12:02 PM
13	Main route of transportation from our house	3/5/2022 1:24 PM
14	Sunset Point rd	3/4/2022 1:39 PM
15	Bicycling from the village to the Island.	3/4/2022 5:22 AM
16	Princess point	3/3/2022 6:45 PM
17	Freeport	3/3/2022 3:50 PM
18	Our kids, 11 and 9, need a way to ride their bikes into town! I put their bikes on my car and drive them to pleasant st or the library so they can bike to school.	3/3/2022 3:33 PM
19	formerly on ouour turn home at 894 princes pt road	3/3/2022 3:01 PM
20	Simply using Lafayette > Princes Point or Pleasant as a running route or biking route with my family, where we can safely leave from our house (on Fairwind Ln) on foot instead of driving to a safe place to start.	3/3/2022 2:38 PM

## Town of Yarmouth

21	running in the area	3/3/2022 2:32 PM
22	Yarmouth Boat Yard	3/3/2022 10:20 AM
23	I live on Cousins Island	3/3/2022 10:19 AM
24	West Side Trail entrance on Rt 88	3/2/2022 1:29 PM
25	My "other" destinations include St. Bart's Episcopal Church on Gilman Rd, and also running on Princes Point Road, walking toward to Fels Grove open space, and biking in/around Sunset Point, Princes Point, Drinkwater Point, Royall Point.	2/27/2022 12:10 PM
26	Trail System	2/22/2022 2:18 PM
27	to see friends	2/21/2022 8:26 AM
28	Freeport	2/19/2022 8:54 PM
29	Church; recreational facilities	2/19/2022 2:36 PM
30	I am running, using Pleasant St to avoid the very narrow Rt88 (limited shoulder) to get from E Main to Princess Pt/Morton Rd & back.	2/18/2022 9:39 PM
31	Home	2/18/2022 6:49 PM
32	Princes Point Rd	2/18/2022 10:16 AM
33	West Side Trails, Fels-Groves walking trails	2/18/2022 10:06 AM
34	Bike to town for Clam Fest weekend	2/18/2022 9:37 AM
35	We live on pleasant, so pretty much anywhere	2/18/2022 8:50 AM
36	My home	2/18/2022 8:20 AM
37	I live on Princes Point Rd and Bike and walk for exercise	2/18/2022 7:27 AM
38	To work and back home	2/17/2022 8:32 PM
39	Hannaford	2/17/2022 8:15 PM
40	Pleasant St. as an alternative to Route 88, both ways	2/17/2022 4:43 PM
41	Clam Festival	2/17/2022 4:41 PM
42	destinations on route 88 and beyond	2/17/2022 4:36 PM

## Q4 Do other members of your family or household travel to different destinations?

Answered: 207 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	31.40%	65
No	68.60%	142
<b>TOTAL</b>		<b>207</b>

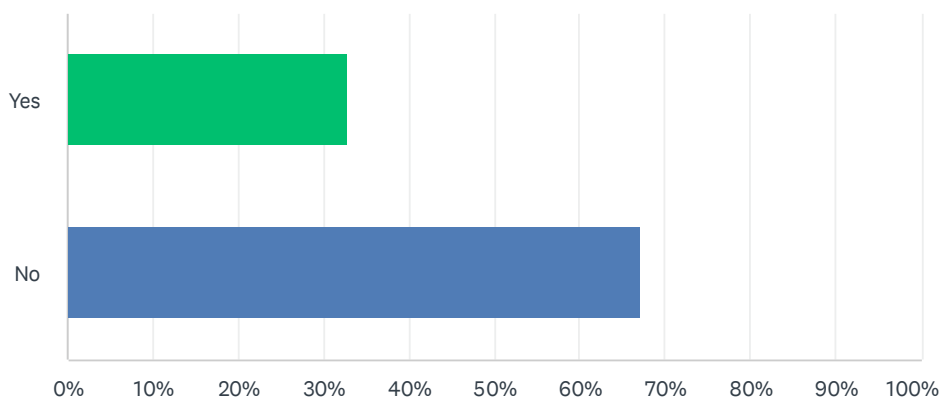
#	IF YES, PLEASE SPECIFY THOSE OTHER DESTINATIONS.	DATE
1	Work, School, everything	4/3/2022 8:59 AM
2	They also travel through that intersection to go anywhere	4/3/2022 8:57 AM
3	Highways	4/3/2022 7:52 AM
4	West side trails	4/2/2022 6:22 PM
5	All of the above, plus out of state.	4/2/2022 1:33 PM
6	From Drinkwater Point to all areas	3/12/2022 4:14 PM
7	NYA	3/9/2022 9:28 AM
8	NYA	3/8/2022 10:33 AM
9	Same as above	3/5/2022 1:24 PM
10	Freeport	3/4/2022 1:39 PM
11	To 295 for work	3/4/2022 9:45 AM
12	Portland and other towns. We live on Princes point	3/3/2022 5:23 PM
13	Portland, Brunswick	3/3/2022 4:34 PM
14	North Yarmouth	3/3/2022 3:50 PM
15	We live on Cousins Island	3/3/2022 10:19 AM
16	Cousins Island, Gilman Rd for running, West Side Trails for walking & running	3/2/2022 1:29 PM
17	residence locations throughout Yarmouth Foreside.	3/1/2022 1:37 PM

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18	Morton Rd	2/27/2022 1:49 PM
19	Fels Grove, Cousins Island	2/27/2022 12:10 PM
20	Princes Point, old Town Landing, Fels Grove	2/21/2022 3:32 PM
21	To see friends	2/21/2022 8:26 AM
22	I live on the north side of that intersection and I walk or bike in that area on a daily basis.	2/21/2022 7:35 AM
23	Freeport, South Portland	2/20/2022 11:34 AM
24	Brunswick, Cumberland, Falmouth	2/19/2022 8:54 PM
25	Schools	2/19/2022 11:51 AM
26	Portland, Freeport, Cumberland, Falmouth	2/19/2022 9:22 AM
27	Town of Yarmouth & outside of Yarmouth	2/18/2022 5:04 PM
28	Main st	2/18/2022 4:51 PM
29	Falmouth and Portland frequently	2/18/2022 12:23 PM
30	Portland, Freeport, Cumberland, Falmouth	2/18/2022 11:04 AM
31	Gardiner	2/18/2022 9:15 AM
32	Yarmouth High School and also biking route	2/18/2022 7:27 AM
33	Princes Point	2/17/2022 5:39 PM
34	Other family members travel through this same intersection to get exercise on bikes or running to North Yarmouth, Cumberland, Freeport	2/17/2022 4:41 PM

## Q5 Do you feel safe crossing Lafayette Street?

Answered: 207 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	32.85%	68
No	67.15%	139
<b>TOTAL</b>		<b>207</b>

#	IF NO, WOULD YOU OR MEMBERS OF YOUR FAMILY RIDE YOUR BIKE OR WALK ACROSS LAFAYETTE STREET IF YOU FELT IT WAS SAFER?	DATE
1	Yes.	4/3/2022 9:57 PM
2	Yes	4/3/2022 6:22 PM
3	maybe	4/3/2022 1:14 PM
4	Yes, we would bike across	4/3/2022 8:57 AM
5	Maybe	4/3/2022 7:52 AM
6	Yes!	4/3/2022 7:48 AM
7	Yes	4/2/2022 6:55 PM
8	I only drive across that intersection, but regularly fear for the bikers and walkers.	4/2/2022 1:33 PM
9	yes	4/2/2022 11:54 AM
10	Probably no change	4/2/2022 10:10 AM
11	no	4/2/2022 7:21 AM
12	Yes	4/2/2022 12:07 AM
13	Yes. It is sad that it does not feel welcoming to cross to walk to the marinas.	4/1/2022 11:58 PM
14	Yes. We have been hoping for a stop sign, or lit crosswalk so that children can bike to school safely from our area in Yarmouth.	4/1/2022 11:08 PM
15	I feel the speed on 88 to be the biggest issue	4/1/2022 10:52 PM
16	Yes!! Especially if it connected to a bike lane on Gilman, safe for kids.	4/1/2022 10:49 PM
17	generally feel safe, just have to pay attention; crosswalk would help	4/1/2022 1:30 PM

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18	yes	3/23/2022 1:01 PM
19	Yes, we would walk 88 AND princes point if they were more safe	3/22/2022 6:59 AM
20	They already do, but it always worries me b/c of the traffic	3/21/2022 8:18 PM
21	I do for myself , I don't for my children	3/21/2022 3:34 PM
22	Yes we'd love a sidewalk since we see so many bikers and walkers and elderly people using this street. It feels unsafe and dangerous and cars travel at high speeds and there is no shoulder	3/19/2022 2:03 PM
23	Not more than now.	3/15/2022 3:26 PM
24	Yes	3/13/2022 10:27 AM
25	If safer, we would feel more comfortable crossing more often	3/9/2022 12:54 PM
26	Yes, we would bike and walk much more often if it felt safer.	3/9/2022 9:28 AM
27	Yes	3/8/2022 5:12 AM
28	Yes	3/7/2022 10:50 AM
29	Yes	3/6/2022 9:57 AM
30	We must be very cautious: speeding cars, no shoulders on road (especially near drainage areas) , busy road and getting busier, location is not very visible due to curve in road from all four directions.	3/5/2022 1:24 PM
31	I feel safe, but i would feel safer for my kids	3/4/2022 9:33 AM
32	Yes.	3/4/2022 8:38 AM
33	Yes	3/4/2022 7:03 AM
34	It is getting busier. Maybe a crosswalk light?	3/4/2022 5:22 AM
35	Sight lines are tough and traffic speeds through all the time	3/3/2022 11:14 PM
36	Yes	3/3/2022 8:19 PM
37	I feel safe, but am uneasy crossing with my children on bike or foot	3/3/2022 6:14 PM
38	dont have to cross	3/3/2022 5:55 PM
39	Yes	3/3/2022 5:36 PM
40	Yes	3/3/2022 5:23 PM
41	Yes	3/3/2022 4:34 PM
42	We do it regardless - it is just a bit scary on a bike.	3/3/2022 4:23 PM
43	Yes	3/3/2022 3:55 PM
44	Yes	3/3/2022 3:50 PM
45	It is a busy interesection with a lot going on and often high speeds.	3/3/2022 3:16 PM
46	Yes	3/3/2022 3:07 PM
47	We rode if not cars, or walked even tho not safe	3/3/2022 3:01 PM
48	Wider shoulder on sides of route 88. It's dangerous for runners/walkers/bikers and is frequently used	3/3/2022 2:43 PM
49	Yes- Lafayette NEEDS BETTER SHOULDERS. I want to walk/run my 8-mo old in the stroller and connect to the areas I feel safer (Gilman, Landing, Princes Pt), but getting there is terrifying without some sort of shoulder/sidewalk and crossing experience.	3/3/2022 2:38 PM
50	Yes	3/3/2022 2:20 PM
51	Yes. The lack of a shoulder on route 88 for walking/biking makes travel scary	3/3/2022 2:03 PM

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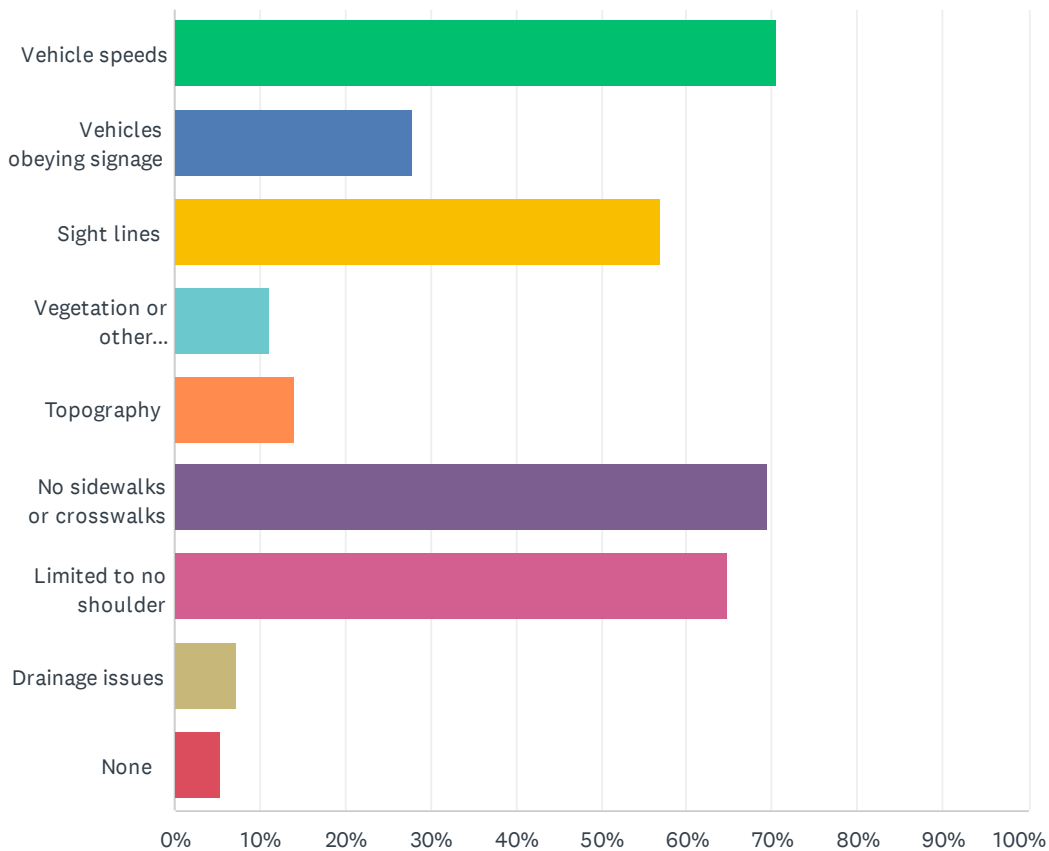
52	Yes. It is very dangerous due to speeds of cars, no shoulder	3/1/2022 1:37 PM
53	I have lived on Pleasant St for over 30 years. It has become increasingly difficult to cross Lafayette St (on foot on or on bicycle) in recent years. I continue to cross but I'm more likely to get off my bike and walk across or to continue to ride my bike on Lafayette St to Gilman Road and cross there to get to the Princes Point area.	2/27/2022 12:10 PM
54	Yes	2/23/2022 8:15 PM
55	yes	2/23/2022 5:30 PM
56	Yes	2/23/2022 9:31 AM
57	yes	2/23/2022 7:35 AM
58	Yes, it is confusing where to go as a pedestrian to respect traffic.	2/22/2022 2:18 PM
59	site distances make the crossing difficult, even if there was a cross walk. Flashing lights ahead of the curve would make me feel safer.	2/22/2022 9:59 AM
60	Absolutely	2/22/2022 9:27 AM
61	I cross this intersection over 350 times in the past year, I've pretty well mastered it, but I feel it is likely the most dangerous spot I travel	2/21/2022 3:32 PM
62	Yes	2/21/2022 8:39 AM
63	Yes	2/21/2022 8:26 AM
64	I do walk and bike through there, but I do so very early in the morning to avoid the traffic.	2/21/2022 7:35 AM
65	Yes	2/21/2022 6:44 AM
66	Yes	2/20/2022 12:58 PM
67	Yes	2/20/2022 8:54 AM
68	Yes	2/20/2022 8:37 AM
69	Ride	2/19/2022 8:54 PM
70	Yes	2/19/2022 7:46 PM
71	Mostly I feel safe but I often have to wait and avoid being there at busy times	2/19/2022 1:45 PM
72	Yes	2/19/2022 12:03 PM
73	Yes, we would cross it more	2/19/2022 11:36 AM
74	Yes	2/19/2022 11:20 AM
75	Yes	2/19/2022 11:09 AM
76	Yes	2/19/2022 10:44 AM
77	In a car no issue at all. I ride way past on my bike then cross further up on 88	2/19/2022 10:27 AM
78	Yes	2/19/2022 9:22 AM
79	Maybe	2/18/2022 9:57 PM
80	The most dangerous & concerning section is turning South on RT88 from Pleasant to get to the crosswalk at the West Side trail. Back to traffic, no shoulder, broken pavement, on a curve of Rt 88. We need an alternative way to cross 88.	2/18/2022 9:39 PM
81	I have not felt safe allowing my kids to cross at this intersection because I don't feel like it is safe for them. Too many cars coming from too many directions.	2/18/2022 7:14 PM
82	Yes	2/18/2022 6:51 PM
83	Possibly, currently it's not safe to walk or bike on 88 there.	2/18/2022 6:49 PM
84	I allow my daughter to bike across and into town, but it's the one intersection I worry about.	2/18/2022 6:26 PM
85	Crossing from Princes Point Road to Pleasant St	2/18/2022 5:04 PM

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86	Yes	2/18/2022 4:51 PM
87	Yes!!	2/18/2022 4:23 PM
88	no	2/18/2022 2:17 PM
89	It depends on the time of day	2/18/2022 11:30 AM
90	Yes	2/18/2022 11:04 AM
91	I walk my dog from Lafayette to in town, I've had many close calls while walking I now walk through yankee marina to safely make it to the harbor pump station as there is no sidewalk	2/18/2022 10:25 AM
92	yes	2/18/2022 10:16 AM
93	Ourt kids would certainly ride their bikes to see friends more oftern, and use the West Side Trails more often	2/18/2022 10:06 AM
94	Yes	2/18/2022 10:02 AM
95	Yes	2/18/2022 9:37 AM
96	Yes	2/18/2022 9:26 AM
97	Yes	2/18/2022 9:15 AM
98	Yes	2/18/2022 8:50 AM
99	yes	2/18/2022 7:46 AM
100	I always feel I am taking my life in my hands — would definitely feel safer!	2/18/2022 7:27 AM
101	Yes	2/17/2022 9:53 PM
102	Yes	2/17/2022 9:39 PM
103	Yes	2/17/2022 9:25 PM
104	yes	2/17/2022 8:31 PM
105	Ride - it's faster, and wheel reflectors add a bit more safety	2/17/2022 8:15 PM
106	Perhaps	2/17/2022 7:33 PM
107	Yes, absolutely!	2/17/2022 6:47 PM
108	Yes.	2/17/2022 5:12 PM
109	yes	2/17/2022 4:43 PM
110	We already do it, but I would have let my kids ride bikes to school when they were younger if I thought it was safer	2/17/2022 4:41 PM
111	Yes	2/17/2022 4:41 PM
112	yes	2/17/2022 4:36 PM
113	We still cross, but the crossing location is not ideal.	2/17/2022 4:31 PM
114	absolutely.	2/17/2022 12:34 PM

### Q6 Are there certain elements of the intersection of Princes Point Road, Lafayette Street, and Pleasant Street that concern you? Select all that apply.

Answered: 207 Skipped: 0



ANSWER CHOICES	RESPONSES	
Vehicle speeds	70.53%	146
Vehicles obeying signage	28.02%	58
Sight lines	57.00%	118
Vegetation or other obstructions	11.11%	23
Topography	14.01%	29
No sidewalks or crosswalks	69.57%	144
Limited to no shoulder	64.73%	134
Drainage issues	7.25%	15
None	5.31%	11
Total Respondents: 207		

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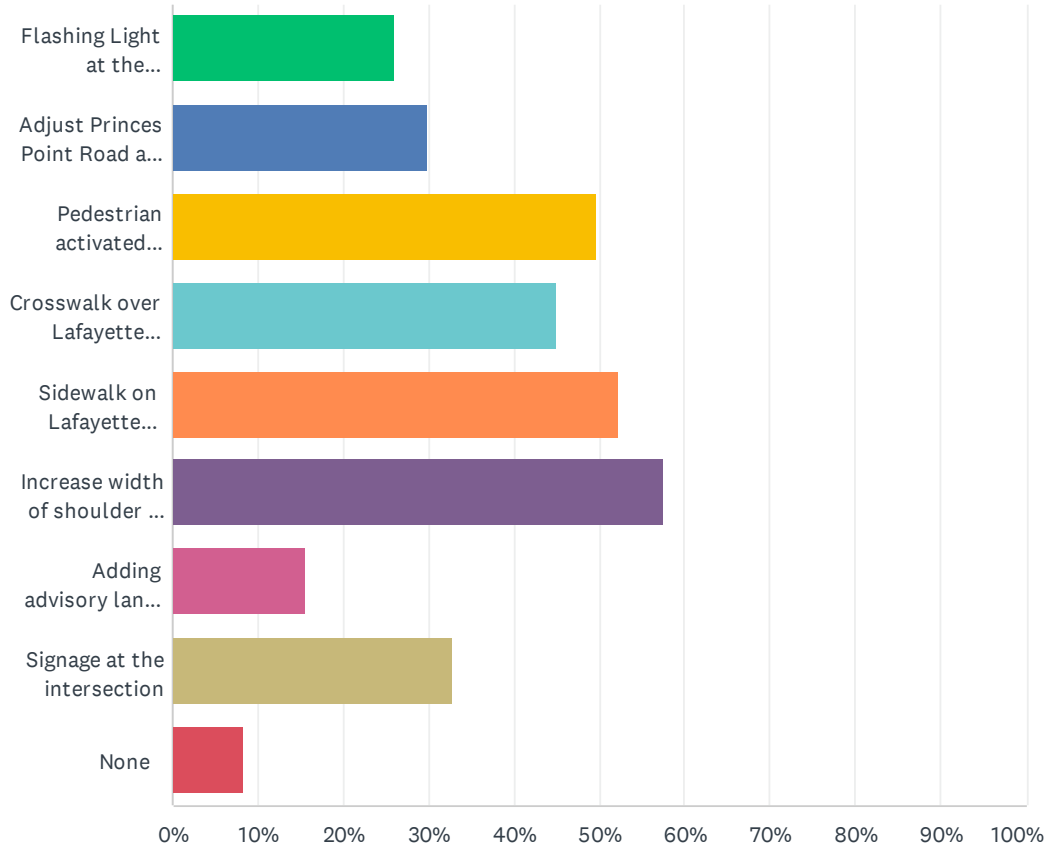
#	OTHER (PLEASE SPECIFY)	DATE
1	hanging deer carcasses during hunting season. Very visible on the roadway	4/3/2022 1:14 PM
2	It's a bad intersection in so many respects. Lack of sidewalks is huge.	4/3/2022 8:57 AM
3	inattention	4/2/2022 11:54 AM
4	I'm typically road biking through that intersection. A larger beer with fast moving traffic would be appreciated	4/2/2022 1:21 AM
5	*honestly, have not given it detailed consideration beyond speed.	4/1/2022 11:58 PM
6	No bike lane. Very worried about our kids riding there.	4/1/2022 10:49 PM
7	Bicycles not obeying signage	4/1/2022 10:43 PM
8	It's terrible	3/22/2022 4:32 PM
9	The lack of sidewalks into town from the west side trail creates a dangerous pedestrian path	3/19/2022 2:03 PM
10	I question the amount of pedestrian traffic justifying sidewalks or crosswalk .Talk about a \$10,000 study ?	3/12/2022 4:14 PM
11	Bikers and walkers often in the road	3/11/2022 12:42 PM
12	Island/lack of on Princes Point turn seems to confuse some drivers. confusion between those going north and turning left up Pleasant versus those going south on 88 and turning left onto PP	3/9/2022 12:54 PM
13	SIDEWALKS, please! Stoplight, speedbump, anything to slow traffic way, way down.	3/9/2022 9:28 AM
14	terrible road surface condition	3/8/2022 5:03 PM
15	Do not ignore the intersection of Gilman Road and Rte. 88 either. There is also the Route 88 and a crossroad from Gilman Road to Rte 88 what was the Stickney property. It is opposite the Westside Trail, and offers some parking on a bend!	3/5/2022 1:24 PM
16	3 intersecting streets; 88 traffic turning fast onto ppr	3/4/2022 1:01 PM
17	Banking of the intersection	3/4/2022 9:45 AM
18	the signage is somewhat confusing	3/4/2022 9:08 AM
19	large gangs of bicyclists who take over the road and do not yield, they are a menace to safety	3/4/2022 8:43 AM
20	Also, the intersections is very large and crossing requires a large gap in car traffic.	3/4/2022 8:38 AM
21	Lack of signage indicating heavy pedestrian usage	3/3/2022 6:14 PM
22	odd angles; change of street names; multiple street names	3/3/2022 3:01 PM
23	No issues with this intersection	3/3/2022 10:20 AM
24	Leave the intersection alone... simply lower the local area speeds	3/3/2022 10:19 AM
25	Angle of intersection makes it hard to judge how to cross most safely	3/2/2022 1:29 PM
26	it is not well marked and cars speed around you when turning	3/1/2022 1:37 PM
27	I live on Pleasant St and as I walk/bike toward Princes Point, I always look carefully in all directions before attempting to cross. In that brief time of checking for traffic with the difficult angles of the intersection, it's really hard to see traffic before it's suddenly upon you. Vehicles rarely slows down/yield to let walkers/bikers who cross there. The uneven/broken pavement in the limited shoulder area heading south on Lafayette St makes this area difficult and dangerous as well. Sand can accumulate there which further hinders safe biking.	2/27/2022 12:10 PM
28	too many lanes with the island in the middle	2/23/2022 5:30 PM
29	I cross from Pleasant to Princess Point rd	2/21/2022 3:32 PM
30	I think people with invasive should be asked to remove them. There is one bunch on Princes Point Road that creates conditions where walkers have to swerve around it - into traffic.	2/21/2022 8:26 AM

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31	Vehicles do not obey, stop signs or speed limit signs.	2/21/2022 7:35 AM
32	Heading south on 88 and trying to turn right to PP can be tough as traffic comes north on 88 pretty fast. Also coming out of Pleasant St and going across is tricky too. Starting from a complete stop, with an uphill grade - it's hard to get momentum and traffic is not patient	2/19/2022 8:54 PM
33	The lack of sidewalks in the area make riding and walking fairly unsafe especially in the winter when the small shoulder is covered in snow and ice. Sidewalks, even on one side of the road would be great!	2/19/2022 7:46 PM
34	Riding south on 88 and turning onto PPR requires care to stay in the correct lane on PPR.	2/19/2022 2:36 PM
35	Overgrowth of vegetation forces pedestrians onto Lafayette st	2/19/2022 9:22 AM
36	When coming from Pleasant to 88, there is no good space to cross. Traffic turning North on 88 from Princess is looking driver's left, and will not see a pedestrian crossing on the north side of the intersection. Pedestrians can not safely stay facing traffic when crossing.	2/18/2022 9:39 PM
37	Trying to figure out exactly where I should cross.	2/18/2022 6:26 PM
38	Overgrowth of vegetation forces pedestrians onto Lafayette st	2/18/2022 11:04 AM
39	odd angle of turn onto princes point, car speeds on 88,	2/18/2022 10:16 AM
40	We regularly walk our dog from Pleasant Street across Lafayette and find the vehicle speeds on Lafayette to be far too high to feel safe crossing. Additionally, drivers turning left from Princes Point Rd onto Lafayette are confused about how/whether to yield to us to cross, while cars are coming both directions at high speeds.	2/18/2022 10:06 AM
41	Condition of roads at and near this intersection.	2/17/2022 10:17 PM
42	Sight distance restrictions based on geometry	2/17/2022 9:39 PM
43	Island in the roadway	2/17/2022 8:32 PM
44	The different heights of the roads is problematic. Cars drive very fast on Lafayette.	2/17/2022 8:31 PM
45	Offset nature of the entrance to Princes Point from Pleasant	2/17/2022 8:15 PM
46	Broken shoulders; Lafayette should be completely rebuilt, with old underlying concrete removed, as was done in Falmouth and Cumberland	2/17/2022 4:43 PM
47	Poor road surface conditions - lots of potholes and lots of sand (especially on the corner of Pleasant St and Lafayette, throughout the summer)	2/17/2022 4:36 PM

## Q7 Are there interventions that may make you feel more comfortable traveling through the intersection of Princes Point Road, Lafayette Street, and Pleasant Street? Select all that apply.

Answered: 207 Skipped: 0



ANSWER CHOICES	RESPONSES	
Flashing Light at the intersection	26.09%	54
Adjust Princes Point Road and Pleasant Street to intersect with Lafayette Street at right angles	29.95%	62
Pedestrian activated flashing light at the intersection	49.76%	103
Crosswalk over Lafayette Street	44.93%	93
Sidewalk on Lafayette Street	52.17%	108
Increase width of shoulder on Lafayette Street	57.49%	119
Adding advisory lane markings to Pleasant Street	15.46%	32
Signage at the intersection	32.85%	68
None	8.21%	17
Total Respondents: 207		

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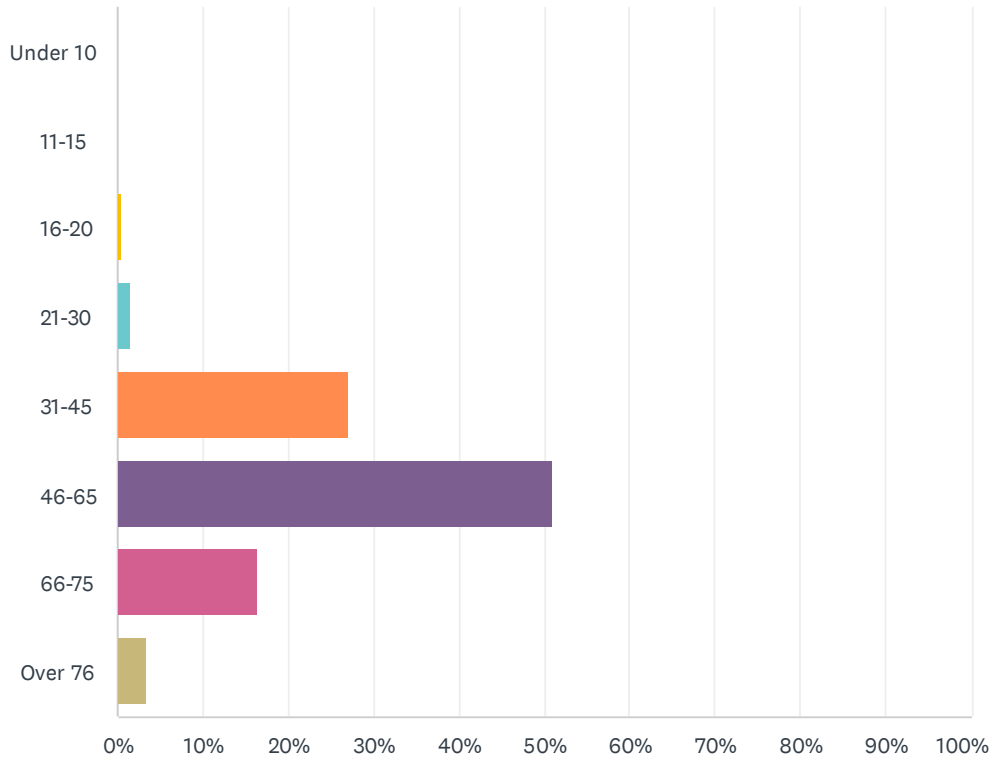
#	OTHER (PLEASE SPECIFY)	DATE
1	Sidewalks, sidewalks, sidewalks...and bike lanes.	4/3/2022 8:57 AM
2	Stop sign. Please make it safe for children to bike to school from our end of Yarmouth. This intersection come along with Gilman Road, makes everybody uneasy. People got way too fast on Gilman.	4/1/2022 11:08 PM
3	Traffic calming throughout town	4/1/2022 10:52 PM
4	Bike lanes!!	4/1/2022 10:49 PM
5	paved shoulder on Lafayette St	4/1/2022 1:30 PM
6	Lights have become VERY distracting. There are so many & disrupt the importance of a dark night. This area is need of wide sidewalks.	3/22/2022 6:59 AM
7	I trust you to utilize whatever the latest research is on crosswalks/pedestrian safety!	3/21/2022 8:18 PM
8	Reduce or enforce speed limits ! Other streets in town seem to be a higher priority for foot traffic correction .	3/12/2022 4:14 PM
9	wider shoulder and sidewalk on Lafayette Street would be awesome, as well as crosswalk with marker	3/9/2022 12:54 PM
10	great spot for a round about; good for slowing speeds	3/7/2022 12:46 PM
11	Create a Rotary	3/5/2022 1:24 PM
12	Lower speed,limit with signage	3/4/2022 1:39 PM
13	Alerting lafayette traffic of a crossing	3/4/2022 1:01 PM
14	Signage to notify of pedestrian, bicycle traffic ahead	3/4/2022 9:45 AM
15	Put in a speed camera or catch the Smart car and other cars traveling 45+ early in the AM and at other times heading north, south on Lafayette	3/4/2022 9:33 AM
16	Lower speed on 88 to 25mph from Cumberland town line to intersection of 88 and route 1 by Cumberland Farms	3/4/2022 7:03 AM
17	Speed cameras	3/3/2022 6:45 PM
18	Adjusting the streets to intersect at right angles would be great, but not sure it is practical. There is a house right on the corner of Peasant and Lafayette	3/3/2022 4:23 PM
19	crosswalk over Lafette St too expensive	3/3/2022 3:01 PM
20	PLEASE just make Lafayette more accommodating for foot traffic. I have been hoping for a survey like this for years! The Gilman Road area and most of rt. 88 in Falmouth are so much better. I wish I could reach those areas safely.	3/3/2022 2:38 PM
21	better enforcement of speeding	3/3/2022 2:20 PM
22	No issues with crossing in this intersection	3/3/2022 10:20 AM
23	Simply lower the local area speeds and enforce	3/3/2022 10:19 AM
24	increased shoulder between intersection and WS Trail entrance	3/2/2022 1:29 PM
25	I would really like to see a 4 way stop at this intersection and sidewalks. It is SO much easier to cross on foot/bike at the intersection of Gilman and Princes Point than it is at Princes Pt/Lafayette/Pleasant St. I checked "flashing light" but I don't really think that would help. Prioritizing the removal of sand and debris that accumulates on the right hand side of the Pleasant Street/Lafayette intersection after the winter and after heavy rain storms. I am not familiar with the term "advisory lane markings" so I did not check that box.	2/27/2022 12:10 PM
26	Bar unofficial signage from center triangle, replant with low-growing vegetation	2/22/2022 3:58 PM
27	Prefer a side walk or proper breakdown lane for pedestrian / cyclist traffic. Its dangerous even to walk/run in that space.	2/22/2022 2:18 PM
28	Sidewalk in front of Cunningham on Princes Point and 88	2/21/2022 3:32 PM

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29	Expand sidewalks everywhere you can - please, please, please. The U.S. is like the wild West. If you build it, they will come!	2/21/2022 8:26 AM
30	Route 88/Lafayette Street has a lot of curves, thus there are many blind spots and when vehicles speeding it makes it difficult for pedestrians to walk and for cars to pull out of driveways. I	2/21/2022 7:35 AM
31	Advisory lane markings on 88 (Lafayette St) would be helpful too.	2/19/2022 8:54 PM
32	Enforcement of stop signs. License plate cameras + signage re: same would be good (and not too expensive)	2/19/2022 2:49 PM
33	Lower speed limit on Lafayette and surrounding streets	2/19/2022 12:03 PM
34	Lower speed limit	2/19/2022 11:36 AM
35	Sidewalk on princes point road	2/19/2022 11:09 AM
36	No issue at all in a car	2/19/2022 10:27 AM
37	Give pedestrians a sidewalk from Pleasant south to West Side Trail intersection w/Rt88 and have us all cross to Garrison and skip that section of Princess Pt from Gilman intersection to Rt 88.	2/18/2022 9:39 PM
38	Re-work Prince's Point road. Most people turning left off of Prince's Point onto Lafayette would have just taken Gilman Road to Lafayette.	2/18/2022 6:26 PM
39	Traffic speeds on Lafayette St are too high. The speed limit is 35mph, but we routinely see cars, particularly north bound traffic, at speeds far in excess of 35 mph.	2/18/2022 10:06 AM
40	Not sure	2/18/2022 9:09 AM
41	Provide wider shoulder or sidewalk to get to crosswalk from Pleasant St	2/17/2022 8:15 PM
42	Hard to see how can increase shoulder width or install sidewalk on Lafayette without total rebuild, and narrowing travel lanes	2/17/2022 4:43 PM

### Q8 This is an optional question. Please share your age:

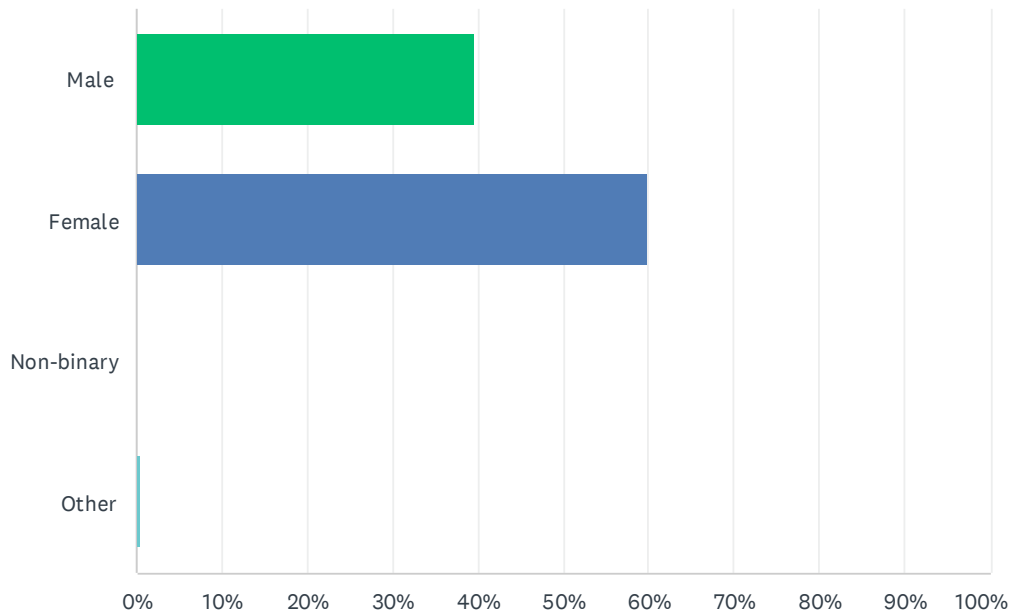
Answered: 200 Skipped: 7



ANSWER CHOICES	RESPONSES
Under 10	0.00% 0
11-15	0.00% 0
16-20	0.50% 1
21-30	1.50% 3
31-45	27.00% 54
46-65	51.00% 102
66-75	16.50% 33
Over 76	3.50% 7
<b>TOTAL</b>	<b>200</b>

### Q9 This is an optional question. Please share how you identify:

Answered: 192 Skipped: 15



ANSWER CHOICES	RESPONSES
Male	39.58% 76
Female	59.90% 115
Non-binary	0.00% 0
Other	0.52% 1
TOTAL	192

## Q10 Is there anything else that you would like to tell us?

Answered: 97 Skipped: 110

#	RESPONSES	DATE
1	I live on Gilman road near Lafayette street. I do not feel safe walking with my children on Lafayette. There are lots of older adults who walk around Lafayette and princess point. I would love to see a sidewalk put in.	4/3/2022 6:22 PM
2	I've not had any issues with crossing this area - have to stay alert, but those driving cars are aware of surroundings.	4/3/2022 2:39 PM
3	Intersection is bad, but not the only one that is bad in town. Sidewalks and bike lane would help. The increased pedestrian and bike traffic out to Cousins Island in the last few years has grown immensely and as a regular driver through that area, it would be huge if sidewalks and bike lanes were added.	4/3/2022 8:57 AM
4	I grew up on LJ1 and this intersection remains really the only most dangerous part about biking in/out from town. Changing it would be great!	4/3/2022 7:48 AM
5	the lights on Portland Street, the one at the mobile station and by Ottos new location. People blow through the walk signals all the time. A push button to cross would be nice there.	4/2/2022 11:54 AM
6	No	4/2/2022 9:38 AM
7	No it's fine	4/2/2022 8:08 AM
8	Question 2 requires an answer so I chose "Other mode of transportation". My real answer would be "I only drive in this area". There should have been another choice, such as "None of the above".	4/2/2022 7:21 AM
9	What do traffic engineers recommend?	4/1/2022 11:58 PM
10	We want to feel safe biking and walking to town. Natalie is this intersection problem, but also Gilman Road.	4/1/2022 11:08 PM
11	We had hoped our kids could ride to the schools, but safety due to fast driving cars, no sidewalks, and no bike lane have us feeling very concerned.	4/1/2022 10:49 PM
12	No	4/1/2022 10:24 PM
13	No	3/31/2022 11:17 AM
14	All of Lafayette street needs a sidewalk. That whole section of town should be a beautiful walk or bike ride but with no shoulder it's just dangerous.	3/23/2022 1:01 PM
15	Good idea to improve that area	3/22/2022 4:32 PM
16	I have no problem with getting around in any place in Yarmouth	3/22/2022 9:39 AM
17	Maintaining balance with our rural town's nature is critical along with improving safety. I have experienced a rural town that installed wide sidewalks (no lights) and improved regular signage tastefully and it was a very safe and walkable rural area.	3/22/2022 6:59 AM
18	Thank you for doing this important work! The safer this section of road is, the more people will start using other modes of transportation that interest them. People are intimidated by the speed of traffic and understandably so. Thanks again!	3/21/2022 8:18 PM
19	The increase of homes on Pleasant street as added to congestion at that intersection. Traffic coming north on 88/Lafayette trying to turn left onto Pleasant often prevents traffic heading south to turn left onto Princes Point Rd. creating a log jam.	3/21/2022 3:34 PM
20	A sidewalk from west side trail to pleasant or marina streets would make pedestrians, bikers, elderly walkers, and kids much safer and give people incentive to walk into town and use the west side trails if they are reachable by safe means like a sidewalk. So many people could	3/19/2022 2:03 PM

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safely use Lafayette in/out of town to get on/off the trails. It would increase community connection.

21	No	3/16/2022 12:02 PM
22	No	3/13/2022 10:27 AM
23	\$10,000 for a traffic study that doesn't seem to be a high pedestrian use area doesn't make sense to me . What about better sidewalks from Marina Dr to the boatyard , for one example .	3/12/2022 4:14 PM
24	Making Lafayette Street safer - -for pedestrians, bicyclists and motorists - would be wonderful. Right now, I won't walk there or bike there, and wouldn't allow my children too, either. Fixing that intersection in connection with that would be great too.	3/9/2022 12:54 PM
25	My daughter and I live at this intersection and witness the various types of daily traffic. While I support a cross walk and reduced vehicle speeds, I do not see the need for flashing lights, a stop light or major construction to "improve" safety here. We live outside of The Village in part to escape city living. There is no apparent history of pedestrians or bicycle harm at this location. If cars, pedestrians and bicyclists alike would obey the current signage and rules (ie bikes stop at the stop sign..), they may feel safer with the current traffic pattern. It seems this potential project would bring unnecessary costs to our town. Making Princes Pt a one-way street could be an option? It could reduce car traffic flow patterns? I do hope this is a ballot/voting question so that those of us without the time to dedicate to issue can weigh-in on the final decision, at an appropriate time. Thx for considering.	3/9/2022 10:10 AM
26	Lower the speed limit to 25 mph.	3/8/2022 5:12 AM
27	no	3/7/2022 12:46 PM
28	I would love to be able to safely bike from downtown Yarmouth to Falmouth, but the lack of a shoulder on route 88 in Yarmouth makes me feel unsafe to do so.	3/6/2022 9:57 AM
29	Absolutely! Route 88 has two lanes that were discontinued when it was reconstructed - one on each side of Rte. 88 at the multiple intersection. Therefore, it would be best to utilize all this land in a round-about, and it would be safest.	3/5/2022 1:24 PM
30	Yarmouth portion of rt. 88 remains the last portion of this road frequently used by bikers, walkers, runners that have no paved shoulders. It's long past time to address this issue.	3/5/2022 11:22 AM
31	Island at intersection is confusing coming from rt88 going south.	3/4/2022 7:23 PM
32	Don't change just for a few. I really don't see a lot of people crossing the road. It is more dangerous with people walking on side of road from Cunningham security to Gilman. PS love the Smokey the Bear sign. Long time resident	3/4/2022 1:39 PM
33	I do not see shrubs or trees that interfere with vision there. Many other places have shrubs or trees cut down in Yarmouth, for example , Cousin's Island .These were not near the roads and provided berries and habitat for wildlife that was cut down and seemed hardly necessary as they were not a hazard for vision.These were cut down in a hackneyed manner that looks like a tornado went through. I hope something like that doesn't happen again.	3/4/2022 9:45 AM
34	If speed cameras can't be passed by legislation, consider a traffic light that is triggered to red by excessive speed and flashes at other times. Speed cameras (not just the temporary portable sign) could be placed before and after the intersection and cars that approach from the north or south could trigger it to red from flashing if they exceed 35mph. One option perhaps	3/4/2022 9:33 AM
35	no	3/4/2022 8:43 AM
36	I love that you are looking into this. I also want to mention that the intersection of Lafayette at the other end of Pleasant St. is also a problem. The jersey barrier on Lafayette is great for bike traffic to travel safely, but when you come down the hill on Pleasant it is very difficult to know where to cross Pleasant to get to that protected sidewalk. Should bikers pick up the left-hand sidewalk while coming down the hill before the intersection? Should bikers cross to the left AT the intersection? I have tried the latter and cars turning onto Pleasant are not looking for bikers. It is very dangerous.	3/4/2022 8:38 AM
37	I think speed is a big issue at all of the street intersections along 88 - Marina Road, Bayview, turning onto East Main, Main st, Smith St, Gilman Road.	3/4/2022 7:03 AM
38	Thank you for addressing this issue.	3/4/2022 5:22 AM

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39	I've never considered that there were safety issues at this intersection. Vehicles do travel over the speed limit on route 88 quite frequently.	3/3/2022 6:45 PM
40	interscection of North Road and East Elm st has been in need of a crosswalk for years ,North road from North Elm to Leighton Road is extremely Dangerous ,please give some consideratio to this ,Thank You Jon Bickford 517 North Road	3/3/2022 5:55 PM
41	Improve width along Lafayette and 88 for actual bike lanes	3/3/2022 4:34 PM
42	Thank you for fixing this	3/3/2022 3:58 PM
43	Tried this before when Steve Westra Town Planner	3/3/2022 3:50 PM
44	No Thanks!	3/3/2022 3:45 PM
45	Please consider these changes asap! It's the hardest part of having our house on Starboard Reach!	3/3/2022 3:33 PM
46	Our daily excercise routine would be much safer if these improvements take place.	3/3/2022 3:23 PM
47	Live on Cousins ... drive thru every day, each way. And bike it a lot in the summer. Traveling north on 88 & turning left onto Princess Point is particularly challenging. As is biking from Pleasant street across 88 to get onto Princess Pt road to get home ... really challenging!	3/3/2022 3:16 PM
48	We moved to NC 2 years ago. For 15 yrs we lived at Princes Pt and biked into town off and on to Church, etc & especially during Clam Festival as well as Cousins Is., Littlejohn etc. We miss it. Don't know if I was supposed to fill this out but I still get Yarmouth Newsletter.	3/3/2022 3:01 PM
49	Thank you for sending this out! :)	3/3/2022 2:38 PM
50	Please add a shoulder for running and biking on route 88 similar to what Falmouth and Cumberland Foreside has in place.	3/3/2022 2:03 PM
51	I live on Cousins Island and work at the Yarmouth School Department. On nice weather days, I do see students biking. When they approach the stop sign at the intersection of Prince's Point Road and Lafayette Street, most are going straight across rather than traveling down the hill of Lafayette Street. It does make me nervous seeing them trying to decide when to bike across during rush hour in the morning.	3/3/2022 1:38 PM
52	I do not see any issues with this intersection. If you feel there is a problem, I would suggest just lowering the vehicle speed limit and not adding sidewalks, lights, etc. There is no need for that additional cost to the Town.	3/3/2022 10:20 AM
53	I would suggest... if changes are needed... simply lower the local area speeds and patrol/ticket those driving too fast. We don't need more lights, sidewalks, etc.	3/3/2022 10:19 AM
54	I also coach cross country at NYA and we commonly send students through that intersection when they run routes on that side of town. I strongly approve of some way to increase visibility and safety for pedestrians crossing Rt. 88 at that point.	3/2/2022 1:29 PM
55	I live on Lafayette Street, since 2000, and have always wished there was a sidewalk.	3/1/2022 3:19 PM
56	We rarely let our kids bike across 88 due to that poor intersection. Safer cross walks (like the new ones by Rowe School/Library) and a wider shoulder would open up half of Yarmouth to bike/walk in a safer manner	3/1/2022 1:37 PM
57	Thank you so much for addressing this issue. I would like to go on more outings with others on foot/bike towards the Princes Point and Cousins Island areas but I am hesitant to invite others because exiting off Pleasant Street in this area is so difficult/dangerous. Please consider even temporary measures to mitigate the risk before the scheduled roadwork in 2025. Also of note, the population of the Pleasant Street area has continued to increase over the years with the latest example being the expansion and further development of the new houses on Lone Pine. I don't believe intersection updates have kept pace with the increase of people using the area and living, walking, biking and driving nearby.	2/27/2022 12:10 PM
58	Drivers' behaviors are practically always the problem...in particular speeding and tailgating. Good luck.	2/25/2022 2:28 PM
59	Thanks for asking	2/22/2022 3:58 PM
60	A crossing would be good but there needs to be plenty of pedestrian activated lights to give	2/22/2022 9:59 AM

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cars coming around the curve advance notice. Drivers are fast through that corner so giving them a chance to slow before they even hit the corner would feel safer.

61	It would help me most to have a side walk on Princess Point Rd in front of Cunningham Security. I could cross 88 there just N of the Y intersection and still see cars coming from all three directions. I've also had close calls from cars coming N on 88 and shooting straight across Princess point into the parking lot at Cunningham while I'm walking in front of Cunningham, on the way out to Princess Point, since they are coming from behind your right shoulder, and sometimes going to fast!	2/21/2022 3:32 PM
62	I think a reduced speed limit on Lafayette St would be a big improvement in safety. Also, a sidewalk on Lafayette needs to be seriously considered. The amount of pedestrian and bicycle traffic has increased substantially over the past few years. How about making Lafayette St from the start of Pleasant St to the other end of Pleasant St one-way? Pleasant St could become one-way in the opposite direction. This would allow enough width on Lafayette St to accomodate a sidewalk.	2/21/2022 8:27 AM
63	I know it would be expensive, but please add sidewalks wherever you can. Let's win a green award - most walkable!	2/21/2022 8:26 AM
64	All of a Lafayette Street from the Prince's Point intersection right down through to Marina Road is very dangerous for cyclist and pedestrians. Also, there are many blind spots and it is difficult for me to even pull out of my driveway. I also frequent Yarmouth Boat Yard during the boating season and the same is true there for vehicles turning left from the boatyard.	2/21/2022 7:35 AM
65	Thank you	2/19/2022 8:54 PM
66	We love the area and do walk frequently but would feel safer if there were sidewalks. This is obviously a big undertaking that will disrupt the area during construction but will be a worth while investment!	2/19/2022 7:46 PM
67	Very problematic here and along Gilman Rd: people walking with rather than against traffic, and walkers who do not wear visibility gear such as vests, bright shoes, etc. How about a public service campaign &/or a couple of reminder signs?	2/19/2022 2:49 PM
68	As a runner, I cross p we from Pleasant street across to Princess point and the care turning right from Princess point often take up that whole shoulder and I don't have any place to go.	2/19/2022 1:45 PM
69	Speed limit on surrounding streets also makes them feel unsafe for walking, particularly princes point from Gilman to Morton. I would use alt modes of transportation more if people drove slower and were more cautious around bike/peds.	2/19/2022 12:03 PM
70	The speed limit on Princes Point is too high.	2/19/2022 11:36 AM
71	No	2/19/2022 11:20 AM
72	As a resident on princes point road, walking towards 88/Lafayette the need to cross before the triangle at the intersection adds an additional safety concern with the concern of crossing route 88 due to grading and site lines	2/19/2022 11:09 AM
73	Sidewalks or dashed lane road on princes point rd. Would be amazing for the neighborhood. As would a slower speed limit.	2/19/2022 10:44 AM
74	Bike or walking impossible to cross at busy time of day. Driving no issue at all	2/19/2022 10:27 AM
75	No	2/19/2022 4:26 AM
76	As a pedestrian (runner), I cover nearly every road in Yarmouth and would rank this intersection as the 2nd most dangerous in town. Coming up Pleasant, we have NO options to cross which offer a safer approach. One either takes the chances of turning south on 88 to get to the eastbound "Y" of the Princess Pt intersection, or further south to the Garrison crosswalk. From Pleasant, turning N on 88 to cross has no shoulder on Princess until one is past the Cunningham parking lot entrance. It is a mess.	2/18/2022 9:39 PM
77	My children cross the intersection often. So do their friends. It would be fantastic to have a safer option for them to cross there. Thank you for considering!	2/18/2022 6:51 PM
78	This is a great idea. Thank you. I don't love the ideas of flashing lights and crosswalks, but I would love to see some adjustments. While you're at it, can you somehow highlight that little sign that encourages bicyclists to use Pleasant St. vs Lafayette? Some bicyclists clearly don't	2/18/2022 6:26 PM

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see it. I've long considered offering to landscape that little island of weeds (and a few lilies.).  
The offer still stands. (Catmint, maybe.)

79	Thank you for considering a crosswalk at this location.	2/18/2022 4:51 PM
80	I'm SO excited about creating a safe way for us to get into the center of town!! A sidewalk connecting Center to Sea is my dream to encourage everyone to walk and bike more often!! (A sidewalk From Main St all the way down to Cousins bridge)	2/18/2022 4:23 PM
81	People cut the corner when turning onto Princes Point Rd. Aligning the intersection will make this intersection far safer.	2/18/2022 2:17 PM
82	No	2/18/2022 12:23 PM
83	I've been concerned for years for the safety of walkers and bikers on rt88 with the increase of people using that route. Speeders are very rarely stopped as I have made made many phone calls to the NYPD. I've stopped calling a couple years ago because things never change . Someone will get hurt it's just a matter of time	2/18/2022 10:25 AM
84	We have lived on Pleasant St for 5 years and routinely feel unsafe crossing this intersection, whether on bicycles or to hike or walk the dog on the West Side Trails. We are also purchasing a house a house on Pleasant St, so will be in the neighborhood for many more years, and would be very interested in seeing improvements to the safety of this intersection.	2/18/2022 10:06 AM
85	I answered with my teenage kids biking habits in mind.	2/18/2022 9:37 AM
86	We would absolutely love this intersection to feel safer for traveling into town. Thank you for taking the time to look into it!	2/18/2022 9:31 AM
87	Move quickly on your decision. Rob Betz has been extremely unresponsive this spring and any decision from region 1 will be extremely delayed. Move quickly and break things not relying on reg1 or Augusta	2/17/2022 9:39 PM
88	88/Lafayette is unsafe from Pleasant all the way to Fairwind Lane. There is little to no shoulder and cars exceed the speed limit. We live on Starboard Reach and my kids don't ride their bikes to school because it is too dangerous. Thanks for listening:)	2/17/2022 9:25 PM
89	Need something to deter speeding. People are driving way over the limits on these roads and Gilman.	2/17/2022 8:32 PM
90	It would be great to fix this intersection for automobiles, pedestrians and cyclists.	2/17/2022 8:31 PM
91	The daylilies and political signs in the median on Princes Point impede visibility. Make it two lanes (not three) aligned with Pleasant, and at right angle to Rt 88, and things would be better. Add a crosswalk with strobe lights, and that would be better yet.	2/17/2022 8:15 PM
92	Thank you for considering this!	2/17/2022 8:05 PM
93	If you installed a sidewalk, please make it a raised sidewalk, not flush with traffic.	2/17/2022 7:33 PM
94	I walk this route with my young sons all the time, and having a crosswalk, or some other intervention for pedestrians would be greatly appreciated.	2/17/2022 6:47 PM
95	Reduced travel lane widths on Lafayette with wide painted fog lines would increase bike and pedestrian safety, and encourage more such usage, and would calm motor vehicle speeds. Reduce speed limit, as with northern end of Rte.88	2/17/2022 4:43 PM
96	This is a critical connector for pedestrians and cyclists for transportation and exercise. Yarmouth and Maine DOT needs to support infrastructure improvements like this in order to support healthy communities!	2/17/2022 4:41 PM
97	No	2/17/2022 4:31 PM