LEWISTON CITY COUNCIL WORKSHOP AGENDA

CITY COUNCIL CHAMBERS, CITY HALL

TUESDAY, SEPTEMBER 27, 2016

6:00 p.m. Workshop

Pledge of Allegiance to the Flag.
Moment of Silence.

Lane Reassignment Proposal – Sabattus Street

LEWISTON CITY COUNCIL
WORKSHOP AGENDA
TUESDAY, September 27, 2016
6:00 PM

1. Lane Reassignment Proposal – Sabattus Street

As a result of Community Credit Union seeking to construct a corporate office and retail bank building at 895-917 Sabattus, a traffic study showed that this location would require the installation of a designated left-turn lane. However, this is not feasible within the existing road right-of-way. A possible solution for this projects, and others in this area of Sabattus Street, is to reassign lanes to create a center turn lane from Old Green Road to Grove Street with single in- and out- bound travel lanes. This alternative was briefly discussed with the City Council at an earlier workshop. Subsequently, a public meeting was held to which potentially impacted parties were invited. In addition, traffic modeling and some additional traffic counts were undertaken. MDOT will be repaving this section of Sabattus next year and has indicated a willingness to include the proposed lane modifications in this project subject to local approval at some point this fall. The purpose of this workshop is to provide the Council with additional information on this proposal and the public with an opportunity to express their views. Please see attached material.

PUBLIC WORKS DEPARTMENT

David A. Jones, P.E., Director

September 20, 2016

Mayor and City Council Members

RE: Sabattus Street Lane Reassignment

At a June 28, 2016 workshop, City Staff briefed the Council about the Community Credit Union's plans to relocate to 895-917 Sabattus St. One of the items discussed was the projected traffic impacts of the Credit Union relocation, which would require accommodation of left turns from Sabattus St. into the site. The most cost effective way to address this need is to convert the section of Sabattus Street between Old Greene Rd. and Grove St. from a 4-lane roadway to a 3-lane roadway (2 travel lanes and a center left-turn lane). City staff had already worked with Maine DOT and obtained their support for this project; in fact, they offered to do the striping as part of their Sabattus St. pavement preservation project in 2017. The Credit Union offered to pick up the City's share of the costs, which would include signage and changing the traffic signals at the North Temple St intersection.

Any future economic development project along this stretch of roadway would benefit from reconfiguring the road this way. Developments that are projected to generate greater than 100 trips in a peak hour, like the Credit Union, require a traffic movement permit (TMP). And like the Credit Union, they may also require a left-turn lane. There are 67 properties along this section of Sabattus Street that would benefit from this lane reassignment: 44 are residential, 23 commercial or vacant. All of the properties are zoned Highway Business (HB), a district designated for commercial growth. The lane reassignment would provide the required left-turn lane, benefiting projects needing a TMP.

Subsequent to the Council Workshop, City Staff held a Public Informational Meeting on the Lane Reassignment on August 15, 2016. More than 140 notices were mailed out and eight (8) members of the public attended along with 4 representatives of the Credit Union and 3 staff members. (Attachment 1 is the attendance sheet). Concerns expressed by those attending the meeting included:

- Will a 3 lane section as proposed handle the amount of traffic on Sabattus St;
- One individual mentioned in-bound traffic in the mornings currently backing up from the Old Greene traffic signal all the way to the Black Shark and blocking people from entering Dubois Café;
- Concerns were also expressed about accidents occurring at the intersection with Rideout Ave.

Staff addressed the first issue during the meeting by sharing the information on other 3-lane sections already in the City (Attachment 2). Both City Staff and Maine DOT agree the proposed 3-lane roadway configuration would easily handle the amount of traffic on this section of Sabattus Street and would improve safety by providing a safer way to make left turns both from and onto Sabattus St. Staff told the group they would follow-up on the other two concerns and explained the process the City would be using if we pursued the lane reassignment further.

103 Adams Ave, Lewiston, ME 04240 • Tel. (207) 513-3003 • Fax (207) 784-5647
Email: djones@lewistonmaine.gov Page: www.lewistonmaine.gov

The second concern expressed at the Public Meeting was that traffic at the Old Greene traffic signal was currently backing up a distance of ~1,260 feet to the "Black Shark" (938 Sabattus St). This would be a significant backup and indicate a failure of the signal at Old Greene Rd. As a result, we did traffic counts at the Old Greene Rd. intersection to identify the number of vehicles waiting at the light. Attachment 3 is the data we collected on three separate mornings, including one morning after school had begun. We found the average number of vehicles waiting for the signal during the morning peak hour was less than 11 vehicles. Additionally, at no time did the traffic backup at the signal approach what had been described. The highest total number of vehicles waiting for the signal (or slowing down for the signal) was 28 vehicles. These backed up a distance of ~400 feet, which was just about to the exit drive from Dubois Café (906 Sabattus St). The entrance drive into the Café was never blocked and this number of vehicles occurred only once for less than two minutes on one day. Also, we found every time the signal turned green, every vehicle that had been waiting cleared the light and did not have to wait through a second cycle. The signal is working correctly and, if the transition is designed and constructed correctly, there will be no impact on the backups for the traffic signal.

For the third concern, we reviewed the accident (crash) diagram for the Rideout Ave/Sabattus St intersection (Attachment 4) and did turning movement counts for the morning and afternoon peak hours.

The morning (AM) peak hour traffic movement counts are shown in Attachment 4. It shows during the AM peak hour (7:15AM-8:15AM):

- 93 vehicles exiting from Rideout Ave onto Sabattus St, with 68 turning left to go inbound and 25 turning right to go outbound;
- 52 vehicles traveling outbound on Sabattus St. turning right onto Rideout Ave; and
- 18 vehicles traveling inbound on Sabattus St. making a left turn onto Rideout Ave.

The afternoon (PM) peak hour traffic movement counts are shown in Attachment 5. It shows during the PM peak hour (4:30PM-5:30PM):

- 97 vehicles exiting from Rideout Ave onto Sabattus St, with 73 turning left to go inbound and 24 turning right to go outbound;
- 98 vehicles traveling outbound on Sabattus St. turning right onto Rideout Ave; and
- 19 vehicles traveling inbound on Sabattus St. making a left turn onto Rideout Ave.

Installation of a 3-lane section with the center lane designated for left turns will help improve safety for all left turns at this intersection.

The most recent Maine DOT data is a summary of the accidents that occurred between 2012 and 2014 (Attachment 6). It shows:

1. There were 4 accidents involving vehicles outbound on Sabattus St only (no Rideout Ave vehicles involved)
    - 3 of these involved an outbound vehicle hit by a vehicle from behind. The likely cause is that the first vehicle slowed down to allow somebody coming out of Rideout to make the turn or someone slowing down to turn right into Rideout and the driver behind not seeing this.
2. There was 1 accident involving vehicles inbound on Sabattus St only (no Rideout Ave vehicles involved)
    - The driver of the first vehicle was slowing to make a left turn into Rideout Ave and the second vehicle behind them ran into them;

3. There were 9 accidents involving vehicles turning onto Sabattus St from Rideout Avenue
    - 2 of these accidents involved only 2 vehicles on Rideout Ave where one ran into the back of the vehicle in front of them;
    - The other 7 accidents involved vehicles turning left onto Sabattus St and being struck by a vehicle outbound on Sabattus St;

A 3-lane section with a dedicated center left turn lane would have eliminated the accident in 2 above. It also would likely have helped reduce the number of accidents described in 1 and 3 above. Instead of drivers exiting Rideout having to wait for a break in the traffic for both outbound and incoming traffic before turning onto Sabattus St, a three lane section allows drivers to make two separate movements. A center left turn lane provides a safe refuge for vehicles coming out of Rideout Ave. (or other streets or driveways on this section) such that they can concentrate on the outbound traffic to make the move to the center lane and then make a second movement to merge into the inbound lane.

We find installation of a 3-lane section (two travel lanes and a center left turn lane) would work very well on the section of Sabattus St from Old Greene Road to Grove St. It will enable additional economic development along this area and, more importantly, would improve safety for vehicles and pedestrians using this stretch of road.

If the Council wishes to approve this within the next few weeks, we can work with Maine DOT to include all the work to implement this during their paving project next spring. The Credit Union has already committed to pay the City's cost for the signs and signal work, eliminating any cost to the City's property tax payers.

We will be happy to discuss this with you further and answer any questions you might have.

Sincerely,

David A. Jones, P.E.

Cc: E. Barrett, L. Jeffers, D. Hediger, K. Gagne, M. Bates, R. Burnham, J. Williams, R. Barnes

Informational Meeting:
Proposed Sabattus Street Lane Reassignment

August 15, 2016 at 5:30 PM
Lewiston Public Works Training Room
103 Adams Avenue

NAME	ADDRESS	EMAIL or PHONE
Jeff Keene	1010 Sabattus St	
Jennifer Williams	49 Dow Ave. & ATRC	jwilliams@avcog.org
Jon Avery	46 Mark St	576 3631
Craig Cook	4 Ridgewood Ave	
Norm Anctil	250 Montello	
Jennifer Hogan	144 Pine Street	jenh@communityconcepts[illegible]
Christina Potter	144 Pine Street	Christina@communityconcepts[illegible]
Matthew C. Shaw	2 East Merrill Rd, Lew	Matts@communityconceptsfinance.com.
Michael Grotto	Turner	
Michael Hanson	57 Grove St Lewiston	m_nhanson@allco.yahoo.com
Gary Dubois	688 Webster St Lew.	Jason.Cote98@gmail.com
Gail Lawrence	1 Pondview Dr.	gaillawrenceinteriordesig.
Donald Dube	955 Sabattus St	[illegible]@yahoo.com

ATTACHMENT 1

Lewiston Traffic Counts for 3-Lane Sections

[Based upon Maine DOT Annual Average Daily Traffic (AADT) Counts]

Location	AADT	When	# of lanes	Comments
Sabattus St (Rte 126)				
West of Bradford St (Hannaford light)	19,880	(2013)	4	
East of Bradford St	20,420	(2011)	4	
West of Old Greene Rd	19,430	(2011)	4	
East of Old Greene Rd	18,780	(2013)	4	Conversion of this section to a
West of North Temple St	16,350	(2011)	4	3-lane section is proposed to
East of North Temple St	16,130	(2011)	4	accommodate economic
West of Grove St	15,270	(2014)	4	development & left turns.
East of Grove St	10,930	(2011)	2	
West of Pond Rd	10,600	(2011)	2	
East of Pond Rd	11,000	(2014)	2	
Main St (Rte 202)				
North of Pettingil St	22,710	(2011)	5	
North of Strawberry Ave	18,800	(2014)	3	Current 3-Lane section is existing
North of Montello St	18,570	(2010)	3	and working.
South of Switzerland Rd	11,810	(2014)	2	
South of Larrabee Rd	11,390	(2011)	2	
Lisbon St (Rte 196)				
West of South Ave	21720	(2011)	5	
West of Pleasant St	13,190	(2014)	5	
East of Westminster St	15,430	(2014)	3	Current 3-Lane section is existing
East of Read St	15,280	(2014)	3	and working.
At Lisbon Town Line	11,680	(2011)	2	

ATTACHMENT 2

Sabattus St Traffic Backup at Old Greene Road Signal

At the August 15 Informational Hearing at Public Works regarding the proposal to go to 3-lanes on Sabattus St (Old Greene Rd to Grove St), we heard comments that traffic at the Old Greene Road traffic signal backs up all the way to the Black Shark during the morning rush. This is a distance of ~1,260 feet and would be a significant backup.

We decided to test the information to validate it. The following data is not a scientific measurement, but we simply sat near the Old Greene traffic signal and counted the number of cars backed up waiting for the red light to change. We also heard after school started and the busses were running it got worse, so we had a test during a school day

Wednesday August 17th		Tuesday August 23rd		Thursday September 8th	
Time light turned red	# of vehicles waiting for red light	Time light turned red	# of vehicles waiting for red light	Time light turned red	# of vehicles waiting for red light
7:24 AM	12	7:21 AM	1	7:21 AM	11
7:26 AM	11	7:22 AM	6	7:19 AM	5
7:27 AM	12	7:24 AM	18	7:20 AM	9
7:29 AM	10	7:25 AM	11	7:22 AM	22
7:30 AM	14	7:27 AM	14	7:23 AM	0
7:32 AM	18	7:29 AM	3	7:25 AM	12
7:33 AM	23	7:30 AM	0	7:26 AM	5
7:35 AM	12	7:32 AM	19	7:28 AM	24
7:36 AM	20	7:33 AM	17	7:29 AM	22
7:37 AM	20	7:34 AM	28	7:31 AM	6
7:39 AM	9	7:36 AM	6	7:32 AM	3
7:40 AM	5	7:37 AM	10	7:34 AM	12
7:42 AM	10	7:39 AM	20	7:35 AM	23
7:43 AM	13	7:40 AM	20	7:37 AM	25
7:45 AM	14	7:42 AM	11	7:38 AM	11
7:46 AM	10	7:43 AM	1	7:40 AM	9
7:48 AM	0	7:45 AM	9	7:41 AM	8
7:49 AM	18	7:46 AM	16	7:43 AM	13
7:51 AM	13	7:48 AM	20	7:44 AM	16
7:52 AM	4	7:49 AM	22	7:46 AM	14
7:54 AM	10	7:51 AM	3	7:47 AM	3
7:55 AM	12	7:52 AM	0	7:49 AM	9
7:57 AM	12	7:54 AM	22	7:50 AM	13
7:58 AM	9	7:55 AM	19	7:52 AM	12
8:00 AM	8	7:57 AM	14	7:53 AM	15
8:01 AM	9	7:58 AM	7	7:55 AM	11
8:03 AM	10	8:00 AM	6	7:57 AM	2
8:04 AM	20	8:01 AM	9	7:58 AM	9
8:06 AM	11	8:03 AM	2	7:59 AM	6
8:07 AM	7	8:04 AM	0	8:01 AM	18
8:09 AM	1	8:06 AM	11	8:03 AM	15
8:10 AM	5	8:07 AM	4	8:04 AM	5
8:12 AM	16	8:09 AM	8	8:05 AM	15
8:13 AM	9	8:10 AM	12	8:07 AM	1
8:15 AM	7	8:12 AM	0	8:08 AM	11
8:16 AM	12	8:13 AM	21	8:10 AM	7
8:18 AM	16	8:15 AM	18	8:11 AM	21

ATTACHMENT 3

Wednesday August 17th		Tuesday August 23rd		Thursday September 8th	
Time light turned red	# of vehicles waiting for red light	Time light turned red	# of vehicles waiting for red light	Time light turned red	# of vehicles waiting for red light
8:22 AM	9	8:19 AM	18	8:16 AM	11
8:24 AM	4	8:21 AM	1	8:17 AM	13
8:25 AM	9	8:22 AM	11	8:19 AM	5
8:27 AM	4	8:24 AM	4	8:20 AM	13
8:28 AM	6	8:25 AM	6	8:22 AM	1
8:30 AM	3	8:27 AM	22	8:24 AM	9
8:31 AM	13	8:28 AM	1	8:25 AM	2
8:33 AM	9	8:30 AM	7	8:26 AM	7
8:34 AM	21	8:31 AM	3	8:28 AM	18
8:36 AM	3	8:33 AM	21	8:29 AM	6
8:37 AM	7	8:34 AM	1	8:31 AM	3
8:39 AM	5	8:36 AM	14	8:32 AM	23
8:40 AM	9	8:37 AM	13	8:34 AM	7
		8:39 AM	5	8:35 AM	18
		8:40 AM	3	8:37 AM	9
Average	10.5	Average	10.6	Average	10.9
Maximum	23	Maximum	28	Maximum	25

Notes:

1. All vehicles that were stopped waiting for the red light or were slowing down to stop for the red light were counted.
2. The most vehicles that were waiting on Aug 17th was 23 and these were backed up a distance of ~300 feet (Just inbound from the exit driveway from Dubois Café)
3. The Sabattus St water line replacement project (Grove St to Golder St) began on Aug 22nd and may have impacted some traffic on Aug 23.
4. The most vehicles that were waiting on Aug 23rd was 28 and these were backed up a distance of ~400 feet [Just about the location of the exit driveway (not access drive) to Dubois Café]
5. The most vehicles that were waiting on Sept 8 were 25 and were backed a distance of ~300 feet (just inbound from the exit driveway from Dubois Café)
6. There were 19 school busses that passed through the intersection inbound on Sabattus St during the Sept 8 count period.
7. For all three days vehicles were counted, there were ~160 red stop light cycles and every single time all vehicles stopped for the light, passed through the intersection during the next green signal.

ATTACHMENT 3

ATTACHMENT 4

AM Peak Hour Count
Roberts & Sabattus
7:15 to 8:15
Weather - Overcast
Temp - 60°F
By - Ryan Barnes
Date - 9.7.16

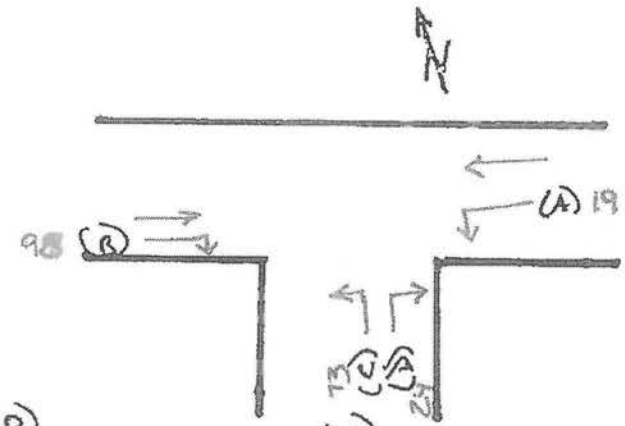
(52) B
(68) C
(25) D
A (18)

Time	Left PC	Left In (A) Bus	Right PC	Right In (B) Bus	Left PC	Left Out (C) Bus	Right PC	Right Out (D) Bus	
7:15 - 7:30	IIII		IIII	1	IIII IIII I		III		38
7:30 - 7:45	IIII	0	IIII IIII	9	IIII IIII IIII	0	IIII IIII	0	46
7:45 - 8:00	III	0	IIII IIII	15	IIII IIII IIII II	0	IIII IIII	1	44
8:00 - 8:15	III	0	IIII	14	IIII IIII IIII	1	IIII	1	44
Total:	18	0	44	8	67	1	24	1	172

DEPARTMENT OF PUBLIC WORKS	BY RJB DATE 9.7.16	PROJECT: Sabattus Street - 3 Lane Section	
ENGINEERING DIVISION	CK — DATE —		
	SCALE: N/A		

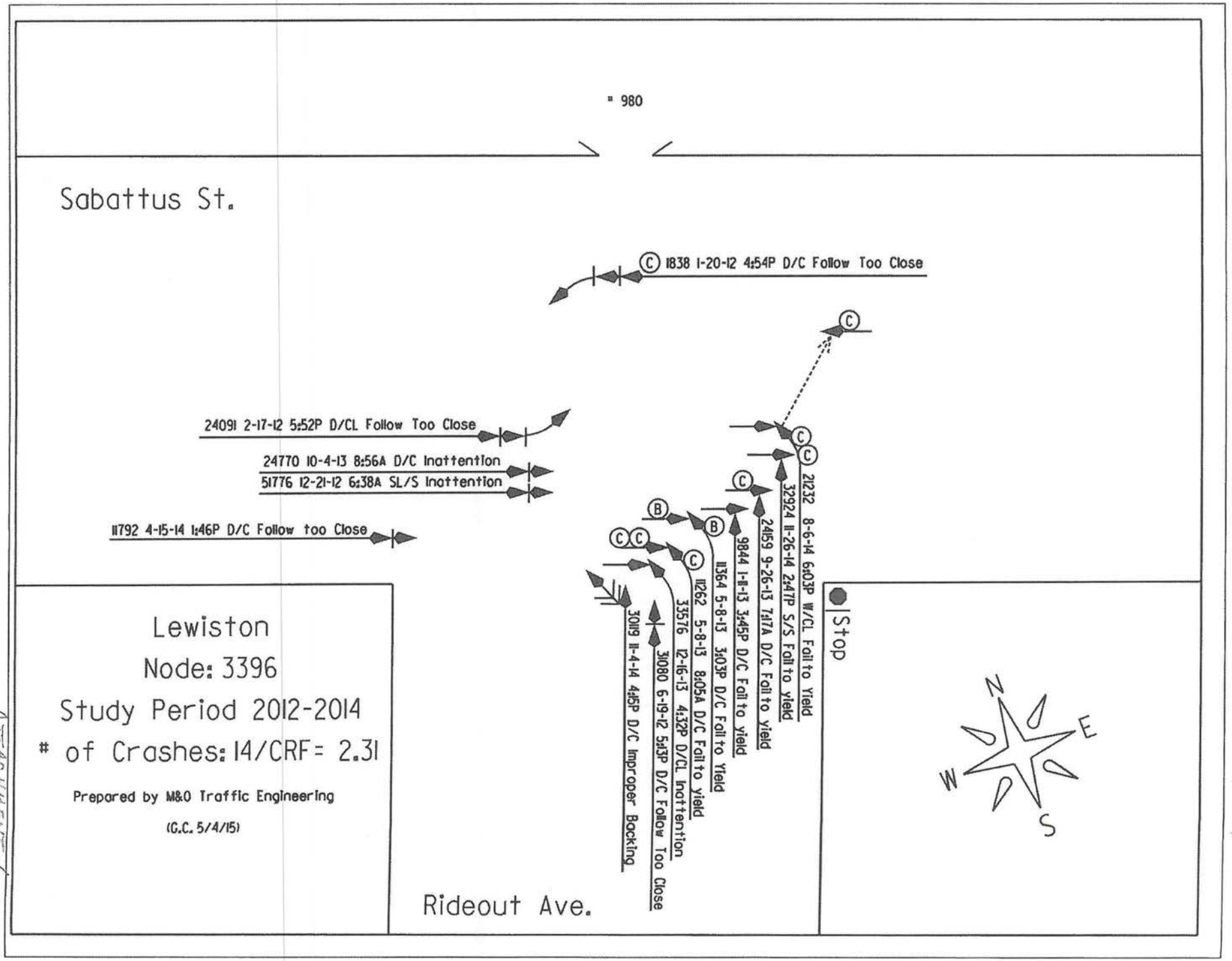
Lewiston Maine
Setting the Pace

PM PEAK HOUR COUNT
SABATTUS @ RIDEOUT
4:30 TO 5:30
DATE: 9.7-16
WEATHER: OVERCAST/MIST
TEMP: 75°
BY: JENNIFER WILLIAMS



TIME	(A) LEFT IN PC	(A) LEFT IN BUS	(B) RIGHT IN PC	(B) RIGHT IN BUS	(C) LEFT OUT PC	(C) LEFT OUT BUS	(D) RIGHT OUT PC	(D) RIGHT OUT BUS	TOTALS
4:30-~~5:45~~	5	0	26	1	14 (MAX Q-2)	0	6	0	52
~~5:00-5:15~~ 4:45-5:00	5	0	29	0	20 (MAX Q-5)	0	4	1	59
~~5:00-5:15~~ 5:00-5:15	2	0	16	0	21 (MAX Q-5)	0	7	0	46
5:15-5:30	7	0	26	0	18 (MAX Q-5)	0	6	0	57
TOTALS	19	0	97	1	73	0	23	1	214

ATTACHMENT 5



ATTACHMENT 6