Pedestrian Safety Report

Report to the City of Lewiston, Lewiston Public Schools, the Lewiston Legislative Delegation and the Maine Department of Transportation

March 2017

INTRODUCTION

Within the past year and a half, Lewiston has seen three fatal pedestrian crashes: On November 18, 2015, an 84-year old man was struck and killed near the intersection of Lisbon Street and Webber Avenue (approximately 275 feet from a marked, signalized crosswalk); on December 7, 2015, a 53-year old woman was struck and killed while crossing Lisbon Street near the Lewiston Mall (approximately 135 feet from a marked, signalized crosswalk); and on November 3, 2016, a 13-year old boy was struck and killed while crossing Main Street in a marked crosswalk at Frye Street on his way to Lewiston Middle School.

On November 16, 2016, a community forum was held at Lewiston City Hall to allow the public to voice their concerns and ideas in addressing these issues. Much feedback was gathered, not only at the public forum, but also via email to municipal leaders and through the *Community Forum on Pedestrian Safety* Facebook page. This feedback, coupled with data on pedestrian crashes provided by the Maine Department of Transportation (MDOT) has helped to determine which areas and intersections in Lewiston should be identified as priority areas of concern.

Audio from the Pedestrian Safety Forum is available at:
http://www.lewistonmaine.gov/index.aspx?nid=774

With input from the community at-large, Senator Nate Libby, representing the Lewiston legislative delegation, City Council President Kristen Cloutier, representing the City of Lewiston, and School Committee Chair Linda Scott, representing Lewiston Public Schools, developed this report to assist in focusing efforts to improve safety for pedestrians, bicyclists, and those who use wheelchairs.

Maine Department of Transportation (MDOT) Data

The following table details the number of automobile accidents involving pedestrians in Lewiston from 2006-2016, and highlights the number of fatalities and incapacitating injuries.

Year	Crashes Involving Pedestrians	Fatalities	Incapacitating Injuries
2006	18	0	2
2007	19	1	3
2008	17	1	1
2009	17	0	1
2010	24	0	0
2011	26	0	7
2012	27	0	2
2013	16	0	0
2014	22	0	3
2015	21	2	5
2016	17	1	6
Total	**224**	**5**	**30**

(Source: Department of Transportation/Bureau of Highway Safety)

IDENTIFICATION OF PRIORITY PEDESTRIAN AREAS

The following areas were identified as intersections or areas of concern based upon feedback received at the Pedestrian Safety Forum on November 16, 2016, via email to elected officials, via the *Community Forum on Pedestrian Safety* Facebook page, through data on pedestrian crashes provided by the MDOT, and through data provided by the Director of Transportation for Lewiston Public Schools. These areas present significant pedestrian activity where hazards may exist.

PLEASE NOTE: The following tiers are not listed in order of priority. The City of Lewiston will work with MDOT and the Androscoggin Transportation Resource Center to systematically

identify, rank, and address the most challenging intersections or areas with the highest pedestrian traffic. Many of these areas require further evaluation to determine the issues and/or needs.

Tier One Areas of Concern

Tier one areas of concern are locations that were identified by community members via feedback at the Pedestrian Safety Forum on November 16, 2016, via email to elected officials, or via the *Community Forum on Pedestrian Safety* Facebook page, and that were also identified through data on pedestrian crashes provided by the MDOT. These areas were then sent to the Director of Transportation for Lewiston Public Schools, to determine which of these intersections or areas overlap with those that K-12 students may utilize as routes to schools.

- Intersection of Sabattus Street, Webster Street, Ash Street, and Central Avenue (Five Corners)
- Intersection of East Avenue and Lisbon Street (fully compliant intersection)
- Intersection of Ash Street and Bartlett Street
- Intersection of Bartlett Street and College Street
- Intersection of East Avenue and Montello Street
- Intersection of Bartlett Street and Birch Street
- East Avenue near Farwell School
- Intersection of East Avenue and Malo Street (signalized intersection)
- Pine Street
- Park Street
- Frye Street
- Farwell Street
- Webber Avenue
- Base of Montello Hill where Central Avenue crosses Montello Street
- Pleasant Street after Webber Avenue
- College Street from Stetson Road to Montello Street
- Intersection of Bartlett Street, Oak Street, and Sabattus Street
- Main Street
- Upper Lisbon Street at Dumont Avenue (fully signalized intersection)
- Intersection of Main Street and Frye Street

Tier Two Areas of Concern

Tier two areas of concern are locations that were identified by community members via feedback at the Pedestrian Safety Forum on November 16, 2016, via email to elected officials, or via the *Community Forum on Pedestrian Safety* Facebook page, but that were not necessarily identified by the MDOT, and did not overlap with student routes to schools, as identified by the Director of Transportation for Lewiston Public Schools.

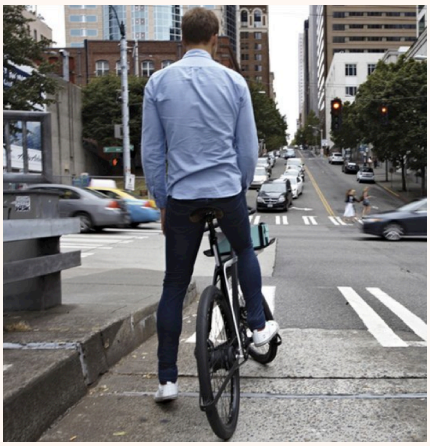
- Lisbon Street near Bleachery Hill
- Lisbon Street near Scribner Boulevard (crosswalk at a signalized intersection)
- Lisbon Street by Webber Avenue
- Lisbon Street at Martel School
- Lincoln Street near Beech Street
- Lincoln Street near Main Street
- Essex Street to Maple Street

Tier Three Areas of Concern

Tier three areas of concern are locations identified through data on pedestrian crashes provided by MDOT, but not necessarily identified by community members, and which did not overlap with student routes to schools, as identified by the Director of Transportation for Lewiston Public Schools.

These areas sustained high numbers of automobile accidents involving pedestrians, as well as the most deaths and incapacitating injuries in Lewiston.

- Intersection of Cedar Street and Lincoln Street: three crashes/1 injury (2015)
- Main Street: five crashes (2015)
- Intersection of High Street and Main Street: three crashes/one injury (2015); four crashes/one injury (2010) (crosswalk at a fully signalized intersection)
- Intersection of Horton Street and Pine Street: four crashes/1 injury (2014)
- Intersection of Chapel Street Alley, Lisbon Street, and Main Street: five crashes/1 injury (2012) (high visibility crosswalk at a fully signalized intersection)
- Intersection of Bates Street and Main Street: six crashes (2012) (crosswalk at a fully signalized intersection)
- Intersection of Cedar Street and Oxford Street: four crashes (2011)



What About Bikes?

In addition to the recommendations being made in regard to street design and policy, a broad-reaching public education campaign should be implemented for pedestrians and bicyclists. Such programming and training is available through the Bicycle Coalition of Maine (http://www.bikemaine.org/education-safety) among other area organizations.

It is also recommended that the Lewiston School Department continue to strengthen its relationship with the local Safe Routes to Schools program, also run through the Bicycle Coalition of Maine, which provides resources and training to improve safety and accessibility to help make bicycling and walking to school more appealing transportation choices for students, encouraging a healthy and active lifestyle from an early age.

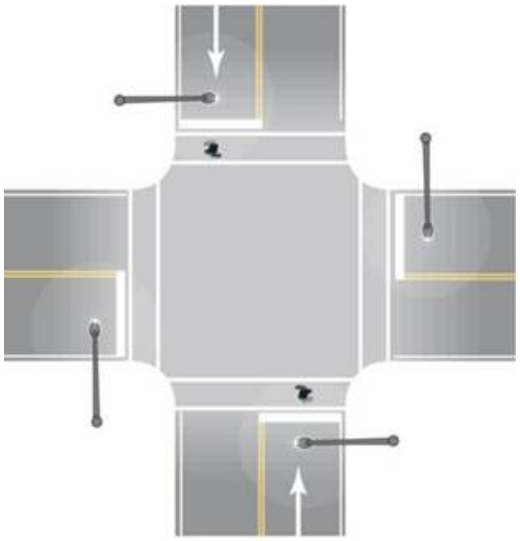
RECOMMENDATIONS

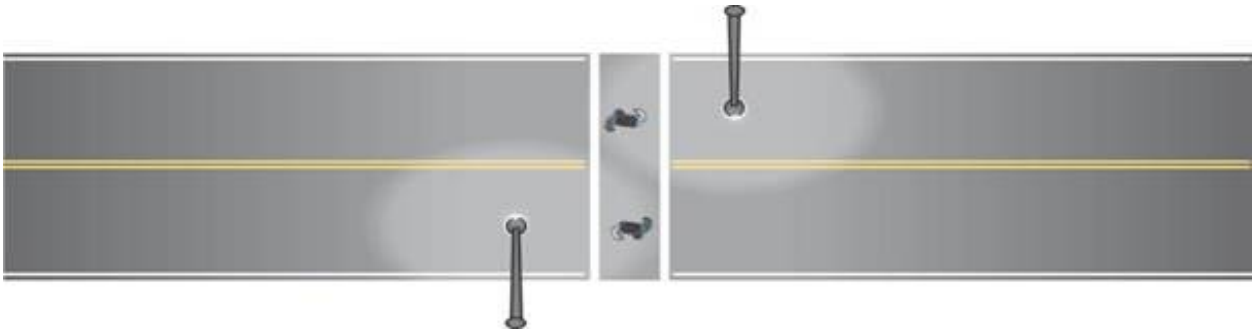
The following recommendations were gathered from feedback given by representatives from MDOT at the community forum on November 16, 2016, as well as from various pedestrian safety best practices that help to ensure that streets are safe for people of all ages and abilities. Some of these recommendations are considered short-term solutions, which make streets safer without changing the anatomy or structure of the street itself, and which can be implemented rather quickly and easily. Other recommendations are longer-term solutions, consisting of changes in the actual street design, and incorporating treatments such as bump-outs, road narrowing, and the addition of median islands.

PLEASE NOTE: Implementation of the following recommendations is the purview of MDOT, the Lewiston Public Works Department and the Lewiston City Council. Treatments should be utilized where and when appropriate, and not all treatments will be appropriate for all areas.

Short Term Solutions

- **Adequate Lighting Around Crosswalks**: Appropriate quality and placement of lighting can increase comfort and safety for pedestrians as well as motorists. Pedestrians often assume that motorists can see them at night, deceived by their own ability to see the oncoming headlights. Without sufficient overhead lighting, motorists may not be able to see pedestrians in time to stop. At intersections, the luminaires should also be placed before the crosswalk on the approach into the intersection. This differs from traditional placement of luminaires over the actual intersection. Although roadway lighting is often focused on the needs of the motorist and not necessarily the safety of the pedestrian, lighting may be placed over the sidewalks to improve pedestrian comfort, security, and safety. Well-lit pedestrian areas make people walking through the area feel safer.





- **Flashing Crosswalk Lights**: There are a few different types of flashing crosswalk lights. **In-pavement LED lights** alert motorists to crosswalks and pedestrians crossing or preparing to cross the street. Amber lights are embedded in the pavement on both sides of the crosswalk, oriented to face oncoming traffic. The lighting is visible at any time of day and is focused directly in the driver's line of sight. This lighting system can either be activated by using a push-button or through detection from an automated device. Once activated, the lights begin to flash alerting motorists that a pedestrian is in the vicinity of the crosswalk ahead, or is about to use the crosswalk. The flashing LED's shut off after a set period of time. This is similar to **flashing LED traffic signs**. These have the same concept, except the flashing lights are embedded in the crosswalk sign instead of the pavement. **Rectangular Rapid Flashing Beacons (RRFBs)**, like those installed on Russell Street near Bates College, are frequently requested because people believe that they will slow down traffic. However, the real purpose of flashers is to attract attention to unexpected hazards. Flashing beacons have the same concept and use as in-pavement LED lights and flashing LED traffic signs, but can provide a lower cost alternative to traffic signals and hybrid signals. These options are shown to increase driver-yielding behavior at crosswalks significantly when supplementing standard pedestrian crossing warning signs and markings.

Thomas Burnham, Spot Devices, Inc.

- **Median Signs**: In-street (double sided) pedestrian crosswalk signs provide added warning for drivers at unsignalized intersections. These signs alert pedestrians to vehicular traffic that they may not be aware of. In-street crosswalk signs not only add visibility of the crosswalk, but also reinforce the state law requirement to yield to pedestrians in the crosswalk. While these devices present a challenge to snow plows, they offer a relatively cost-effective way to enhance crosswalk visibility.

- **Crossing Guards Near Schools**: Adult school crossing guards, like the one who helps children cross Farwell Street near Farwell Elementary School, can play a key role in promoting safe driver and pedestrian behaviors at crosswalks near schools. They help children safely cross the street and remind drivers of the presence of pedestrians. A guard helps children develop the skills to cross streets safely at all times. Annual classroom and field training for adult school crossing guards as well as special uniforms or equipment to increase visibility are recommended, and in some locations required. The presence of guards can lead to more parents feeling comfortable about their child walking or bicycling to school.

- **Signals at Busy Intersections**: One of the issues facing Lewiston is an inadequate number of signals at busy intersections. There is concern that the timers are off and simply do not give pedestrians enough time to safely cross the street at a busy intersection. There is also concern that nothing happens when the crosswalk button is pressed or that motorists on the other side of the intersection aren't getting a red light. Signal devices should be evaluated, increasing the allowable crossing time, and consideration should be given to intersection curb extensions that would narrow the effective distance in crossing the street. Pedestrian countdown timers may also be considered, providing users with information on the available time remaining to cross the street.

- **High Visibility Crosswalks** such as continental or ladder painted crosswalks, like those on downtown Lisbon Street, increase visibility for motorists. It is recommended that Lewiston replace all of its current standard crosswalks with one of these more visible options.

Long Term Solutions

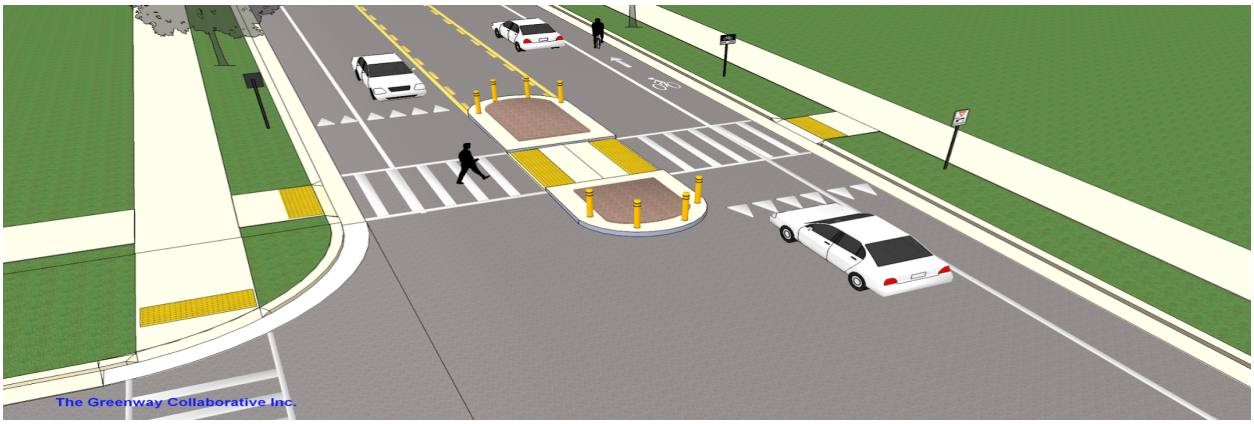
- **Raised Crosswalks:** A raised crosswalk, like the one at College Street and Mountain Avenue, is a speed table, a traffic calming measure that raises the wheelbase of a vehicle to slow its speed, that functions as a mid-block crossing or is used at an intersection. This type of high-visibility crossing is more suitable for low-speed, low-volume, local streets, and especially where low-volume streets intersect high-volume streets (alley entrances, neighborhood residential streets, etc.) They are

also appropriate where a street changes function or type, at shared-use path crossings, and at key civic, education, and employment hubs.

- **Curb Extensions:** Curb extensions, like those on Walnut Street, visually and physically narrow the roadway, creating a safer and shorter crossing 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, both large and small. Curb extensions decrease the overall width of the roadway and can serve as a visual cue to drivers that they are entering a neighborhood area.

- **Bike Lanes:** Conventional bike lanes, like those on Pine, Ash, and College streets, designate an exclusive space for cyclists in the right-of-way, typically adjacent to vehicular traffic, through the use of pavement markings and signage. Bike lanes enable bicyclists to ride at their preferred speed without interference from prevailing traffic conditions and facilitate predictable behavior and movements between bicyclists and motorists. Sharrows are often preferred on low-speed or very congested roadways like downtown Lisbon Street. Whether sharrow or conventional, bike lanes visually remind motorists of bicyclists' right to the street.

- **Pedestrian Refuge Islands:** Pedestrian refuge islands, like the one on Russell Street near Bates College, are physically protected areas where pedestrians can wait while crossing the street in two phases, which is especially helpful for seniors, children, and individuals with disabilities. At unsignalized intersections, they relieve pedestrians of the stress of finding a gap in traffic to cross multiple vehicular travel lanes. Pedestrian refuge islands are recommended where a pedestrian must cross three or more lanes of traffic.



- **Bus Route Safety Evaluation:** Concern has been expressed in regards to safety around public and private bus routes. A safety evaluation would be helpful to determine which routes present safety hazards and what might be done to prevent serious accidents in the future.

NEXT STEPS

Below is a list of action items for each of the stakeholder groups involved in the implementation of pedestrian/bicycle/motorist safety in the City of Lewiston. This list is not meant to be extensive or final, but to help create a clear path forward in addressing the concerns raised and in supporting the recommendations made in this report.

City of Lewiston:

- Consider allocating annual general fund and/or general obligation bond funding for implementing pedestrian safety improvements.
- Support increased collaboration and joint project financing with state and federal transportation agencies.
- Consider the creation and implementation of a pedestrian and bicycle safety public education campaign via public access television and local radio.
- Implement the current plan for pedestrian improvements at the intersection of Cedar Street and Oxford Street (planned for 2017).
- Address issue areas on the tier one areas of concern list related to the Bartlett Street rehabilitation project through MDOT planned for 2018 (intersections of Bartlett Street and Ash Street and Bartlett Street and College Street; planned for 2018).
- Support potential improvements at the crosswalk at Main and Frye streets to be implemented this spring and/or summer. MDOT has offered to provide 50% of the funding for improvements that will likely include the installation of flashing pedestrian beacons and the elimination of some parking by narrowing the street to improve visibility for both pedestrians and motorists in the area of the crosswalk.
- Support Dave Jones, Director of Public Works for the City of Lewiston, in his work and service on the MDOT Task Force on Roadway Safety.

Lewiston Public Schools:

- Implement pedestrian and bicycle safety programming at Lewiston public schools (elementary, middle, and high school) through the Safe Routes to Schools program run through the Bicycle Coalition of Maine.

Legislative Delegation:

- Ensure that the MDOT inspection of the intersection at Main and Frye streets is carried out when the snow has melted and make sure that Lewiston Public Works engineers are included in the conversation (letter from MDOT attached at Appendix D).

- Enact LD584 - An Act To Create the Fund for Municipalities To Improve Pedestrian Safety (Sponsored by Sen. Libby of Androscoggin County). This bill establishes the Fund for Municipalities To Improve Pedestrian Safety, to be administered by the Department of Transportation as a program within the Highway Fund. The funds allocated to the program must be used for pedestrian safety improvements, including, but not limited to, lights, paint, signs, speed bumps and reconstruction of intersections. A municipality or group of municipalities may apply for funding for up to two-thirds of the cost of a qualifying project. The Department is further directed to adopt the rules necessary to award the funds according to a competitive rating system. Beginning January 15, 2018 and biennially thereafter, the Department is required to report to the Transportation Committee on the implementation and operation of the pedestrian safety fund.
- Ensure that MDOT is promoting its municipal pedestrian safety sign donation.
- Ensure that MDOT is conducting road safety audits.

MDOT:

- Institute an agreement to work closely with the City of Lewiston and the ATRC, which will be funding a study to determine priority areas for pedestrian improvement based on pedestrian demand and other factors such as accident history.
- Supply the City of Lewiston with several pole mounted speed radar units that can be moved to address areas of concern.
- Work with the Bicycle Coalition of Maine on pedestrian and motorist educational efforts with a focus on certain beta sites.
- Continue contact and discussion with the City of Lewiston regarding best and alternative safety practices.
- Continue to increase the emphasis on pedestrian safety and partner much more closely with the City of Lewiston on this effort in the future.

CONCLUSION

Improving safety for pedestrians, bicyclists, and those who use wheelchairs is a priority of the elected officials and administration in the City of Lewiston, and we remain committed to reducing fatalities and serious injuries on our roadways through the use of proven safety countermeasures as outlined in this report. The aim of this document is to provide our Public Works Department with the guidance it needs to assist them in the planning and implementation of safer streets for all. We have provided recommendations for both short-term, lower-cost treatments, as well as longer-term, higher-cost treatments, although many of those higher-cost recommendations can be relatively low-cost to our local community if planned in conjunction with reconstruction or resurfacing projects being performed by MDOT. We hope that this report will prove useful in helping the City to think strategically about how to increase safety, provide operational benefits, and increase the quality of life for its residents.

A NOTE OF THANKS

Senator Libby, Lewiston City Council President Cloutier, and Lewiston School Committee Chair Scott wish to thank the following individuals and organizations for their time, energy, and overall support in compiling the data, providing feedback, and drafting this report:

- Everyone who attended the community forum on November 16, 2016, and/or who provided feedback via email or through the *Community Forum on Pedestrian Safety* Facebook page
- Lauren Colucci, City of Lewiston Public Health Intern
- Lewiston City Councilor Michael Lachance
- Heidi Sawyer
- Craig Saddlemire
- Commissioner David Bernhardt, Maine Department of Transportation
- Stephen Landry, Maine Department of Transportation
- Patrick Adams, Maine Department of Transportation
- Lewiston/Auburn Bike/Ped Committee
- Bicycle Coalition of Maine
- Healthy Androscoggin
- City of Lewiston Public Works Department
- City of Lewiston Police Department

APPENDIX A: COMMUNITY FEEDBACK FROM THE PEDESTRIAN SAFETY FORUM HELD AT LEWISTON CITY HALL ON NOVEMBER 16, 2016, VIA EMAIL TO MUNICIPAL LEADERS, OR VIA THE COMMUNITY FORUM ON PEDESTRIAN SAFETY FACEBOOK PAGE.

"I used to live on Shawmut Street and would walk to downtown Lewiston every morning on Ash Street. I would see many kids of all ages walking to school. In the winter, I would always fear that one of them would get hit because although Ash Street is a "priority" street for sidewalk plowing, it would take hours before the sidewalks were clear, so we were all forced to walk in the street at a time when conditions were the worst. As was mentioned last night, if we want people to drive 25 miles per hour, the road should be designed as a narrow one, because it is unrealistic to expect people to always travel the posted speed limit if they can't perceive the risk in going over it." - Chrissy Adamowicz, Health Promotion Coordinator, Healthy Androscoggin, and community member

"These tragedies happened on major traffic routes, not on a side street next to a school. Our streets aren't lit up enough at night or early morning because the city had to trim operating costs. Check how dark is it at night on Lisbon Street by Webber Avenue, and Main and Frye Streets. If you feel you have to make all kinds of changes because of tragic accidents, then start with educating the pedestrians. People walk right into traffic." - Chris Albert, community member

"I would encourage you to emphasize that pedestrian safety is a two-way street. Of course vehicle operators must carefully monitor pedestrian traffic and act responsibly by remaining alert, traveling at a reasonable speed in high traffic areas like Lisbon Street, and stopping for pedestrians in crosswalks. However, pedestrians also need to act responsibly by using crosswalks and carefully directing their attention to traffic while crossing roadways." - Ron Barry, community member

"I wanted to share some observations I've had about drivers using their cell phones on streets around campus (Bates College). On my way to campus each morning, I walk on College Street for about three-to-five minutes. During my short walk each morning, without fail I see one-to-three drivers who are texting while driving and/or looking at their phones and not the road. This is on College Street and Campus Avenue." - Cristin Bates, community member

"I think there should be a PSA aired on the major networks asking pedestrians to pay attention, drivers to pay more attention, and everyone to leave earlier for their destinations." - Michael Bigos, community member

"Yes, we have buses for a reason, but we also have to encourage kids to want to be healthy, to want to walk and to want to be active, and we have to support that. We are hoping blinking lights, something, if kids choose to walk to school, maybe we can have volunteers to just stand out there during school hours." - Sarah Bolduc, community member

“The number one issue I have noticed is total disregard for the pedestrian crosswalks, and equally important, the time given for a pedestrian to cross Main Street at any of these crosswalks is less than a minute… Also the crosswalk from Yvon’s Car Wash to the corner by the public parking garage lot area. I would love to see more time allotted for pedestrians to safely cross the street and it would be great to see flashing lights installed to notify the drivers to stop.” - Joanne Galgano, community member

“The Bicycle Coalition of Maine has many resources that we provide to communities to educate and engage children and adults about traffic safety for vulnerable users, as well as to help make street environments safer for pedestrians. Examples of these programs are Safe Routes to Schools, free Bicycle and Pedestrian Safety Education classes, printed educational materials, demonstrations of traffic-calming facilities, and ongoing technical assistance to community leaders working on policies and infrastructure projects that make walking safer in their communities.” - Samantha Herr, Community Advocacy Coordinator, Bicycle Coalition of Maine

“I am frequently trying to cross Main Street from Riverside, whether at Frye Street or Mountain Avenue, usually going to/from Bates, or on my cycling routes. It has definitely become more difficult to find a gap in the fast-moving traffic. Almost no one is observing the speed limit, and there are no lights between High Street and Russell Street to slow traffic down. The cross walk at Frye Street is not well-indicated, the lines on the pavement do not line up well with the sidewalk breaks, and in particular the diamond crosswalk sign on the northbound side is incorrectly placed. It should be BEFORE Frye Street rather than after. There are no flashing lights indicating the crosswalk, as there are on College between Frye and Campus, and by Mountain Avenue, which I would consider at minimum. Ideally, there should be the type of pedestrian-activated flashing lights such as those on Russell by Bardwell.” - Chris Holden, community member

“In my travels throughout the city, I can tell you with certainty that pedestrians can and may well be at fault some of the time. I have seen people simply walking and upon coming to an intersection they simply continue walking without regard for traffic signals and whose turn it is to move. Some pedestrians seem to have the attitude that the driver needs to look out for them, period. The five corners of Sabattus, Central, Ash, and Webster streets after school can be a setting for catastrophe. The middle schools kids simply go when they want without regard for vehicle traffic. They don’t seem to know that vehicles have a right to get where they’re going to.” - Marc Jalbert, community member (Mr. Jalbert also stated that Pine Street has the same issue and that education to the community is important.)

“I work at the Bates Mill complex and my concerns are these areas. Lincoln Street near Beech Street. These two crosswalks are particularly dangerous. I have had several close calls here in the years I have worked at the mill. Drivers often do not stop for pedestrians and drive too fast. At night or at dusk it is very difficult for pedestrians to be seen. Flashing lights and a floodlight to illuminate the area might be helpful. Yvon’s Car Wash: I have expressed concerns with this

location several times over the past few years. This company consistently blocks the sidewalk with buckets, brushes, and cars while they hand dry them, which forces pedestrians to step down off the curb and into the street to walk past the location. - Paul Lauze, community member

"We need to begin to focus more on pedestrians and bicyclists and less on cars, cars rule the way." - Jim Lysen, City Councilor, Ward 1, and community member

"I think there is a pedestrian problem and I think there is a driver problem. I think there should be crossing guards, especially at large intersections such as the five corners at Sabattus Street. Main Street is a nightmare. Even trying to cross from Holland Street over Main Street to the other part of Holland Street from Winter Street, you are putting your life at risk in a car to cross over there. Crossing guards, lights, and to start looking at the big intersections are of main concern." - Rachel Nadeau, community member

"Lights simply don't protect the issues that cars present in that they are dangerous and we continue to place pedestrians and bicycles on the road with cars. Protected bike lanes, bump outs at corners for crossing lanes (curb extensions), narrowing lanes from 10 ft. to 8 ft., pedestrian refuge for crossing across multiple lanes at a time, angled slow point, chicanes and other traffic calming measures I've listed on my Facebook page." - Zack Pettengill, Lewiston Planning Board member, and community member

"We need big, wide, well-marked, attention grabbing, crosswalks. It seems most in town are just two thin lines. Hard to see before you get on them. Seems like every time I see someone on a bike in the areas where bike lanes are available, they are going against traffic and not using the lane. I have called the LPD many times over the speeds on Farwell Street in front of the school. It is one of the few schools with a crossing guard yet we have seen many near misses. This is especially concerning when the snow banks come into play. I have seen cars go right by the guard and others inch up on him as he crosses students. Speeds are hardly ever enforced. Hardly ever any police presence during drop off and pick up time. An empty police car and or the portable speed sign would be incredibly helpful in bringing the speeds down." - Karen McClure-Richard, community member (Ms. McClure-Richard also states that crossing guards would be useful on the way to LHS and LMS.)

"I wanted you to know that AHA supports state-level bike/ped policy and appropriations etc. We supported Q6 with the hopes that we can ensure DOT spends a chunk of that money to enhance bike/ped safety and encourage trail development etc. We would like to see at least $6 million towards those efforts. I have been meeting with the Bicycle Coalition folks to figure out how AHA can best fit into the policy discussions around Complete Streets, Safe Routes to Schools, etc." - Becky Smith, Director of Government Relations (Maine), American Heart Association

"Not sure if the local TV stations would run the PSAs for free. I would be happy to investigate that for you if it would be helpful. The PSAs would be a good way to get the information out to community that would reach all age groups." - June Turcotte, community member

“One other location comes to mind: at the base of Montello Hill, where Central Avenue crosses Montello Street. That is a crossing for kids going to the Geiger School, whether by foot or on bicycle. Cars come down the hill fairly fast and cars going the other way often begin to accelerate to get up the hill.” - Ted Walworth, community member

“I have listened to everybody and I agree. We do need to fix our crosswalks. We do need to fix some flashing lights to get drivers’ attention. What can we do now? I teach my children the three “outs.” Stand out: wear bright clothing, reflective clothing, lights, etc.. Look out: look around you to see if the traffic is going faster or slower and what direction traffic is going. Pay attention to your surroundings. Lastly, when in doubt wait it out. I have seen drivers on their cell phones, not paying attention, and going too fast.” - Richard White, community member

“The Maine Bicycle & Pedestrian Safety Education Program, a partnership of the Maine Department of Transportation and the Bicycle Coalition of Maine, can provide safety presentations to students, free of charge. My colleague, Erik DaSilva, will work with any school that requests a presentation to tailor the presentation to that school’s needs, grades, etc. The ideal would be for Lewiston schools to decide on a coordinated approach to this, such that certain grades receive bicycle & pedestrian safety education every year (e.g. grades 3, 5, and 7).”
- Darcy Whittemore, Safe Routes to School Program Manager, Bicycle Coalition of Maine

“I was wondering if painted white safety stripes could be placed on Bartlett Street across from the Basilica and the parking lot. There is a little incline on that part of the street with many people crossing for Mass, meetings and various functions – some at night. Those cars come up very fast and last year an elderly lady nearly got hit.” - Diane Williams, community member

APPENDIX B: STUDENT ROUTES TO SCHOOLS DATA PROVIDED VIA EMAIL COMMUNICATION TO KRISTEN CLOUTIER ON DECEMBER 30, 2016 FROM BUTCH PRATT, DIRECTOR OF TRANSPORTATION FOR LEWISTON PUBLIC SCHOOLS

"I found that several of the same areas of concern overlapped between your tiers, so there won't be as many detailed responses as there were listed concerns. I'll break them down by first, second, and third tiers, and when applicable just reference a previous response.

We have done a lot work at developing bus routes that allow students to access the bus without having to cross a major street. For example, any student living south of Lisbon Street and out beyond Adams Avenue, west of Main Street or north of Russell Street are all offered busing, regardless of whether the distance to their school falls within the established walking distance policy set by the School Committee.

East Avenue is another major artery, and no Farwell School or Martel School students are expected to cross that street. There is a very small section of East Avenue out near Montello School that has in the past had students walking to school, however last year we made a bus available to most of them. It started out as a winter time stop only, but has now been extended to the full school year. These are students living in the Brault Street area.

LMS students living east of East Avenue are not expected to cross East Avenue and are offered busing. LHS students living east of East Avenue do have to cross the street if their point of crossing falls between Russell Street and Lisbon Street.

Tier One Areas of Concern

Intersection at Sabattus Street, Webster Street, Ash Street, and Central Avenue: This is a large intersection with five different directions of travel. LHS and LMS students do have to cross a street either at the intersection or very close to it, however no elementary school age students are asked to cross a street at this intersection.

Intersection at Main Street and Frye Street: Busing is available to all students west of Main Street. No students are asked to cross Main Street in this area.

Intersection at East Avenue and Lisbon Street: Busing is available to all students south of Lisbon Street. There are LHS students living in neighborhoods in this area north of Lisbon Street (Marston Street, Rosedale Street, etc.) who are within the walking distance to LHS and may choose to cross East Avenue at this intersection, however no students are required to cross Lisbon Street.

Intersection of Ash Street and Bartlett Street: LHS and LMS students are within the walking distance to their respective school and have to walk in this area. Elementary school students in the area are provided busing, and may have to cross Ash Street to reach their bus stop. Ash Street is a one-way street, so students on one side of the street have the bus door on their side but students on the other side must cross the street to get on the bus.

Tier Two Areas of Concern

Lisbon Street near Bleachery Hill and near Scribner Boulevard: Busing is provided to all students living south of Lisbon Street. No student is expected to cross Lisbon Street from Adams Avenue to the Lisbon town line.

Lisbon Street by Webber Avenue: Same as immediately above.

Lisbon Street at Martel: Same as above.

Lisbon Street/East Avenue: Same as above.

Main Street near Frye Street: Covered under Tier One Areas of Concern.

Sabattus Street ("The Five Corners"): Covered under Tier One Areas of Concern.

Intersection at Sabattus Street, Webster Street, Ash Street, and Central Avenue: Covered under Tier One Areas of Concern.

East Avenue/Montello: Busing is provided to all LMS and LHS students, however Montello students living north of Montello Street between East Avenue and Jenkins Street are considered walkers.

Pine Street: LMS and LHS students are walkers. Any Longley School student living on Pine Street is a walker (no busing to Longley except pre-K.) Other elementary school students living on Pine Street are provided busing. An exception to this area, and all others, might be a student who attends a school other than their in-district school. If there isn't a bus available to their chosen school the parents may have to provide their own transportation and it could include walking.

Frye Street: LMS and LHS students are walkers. Montello and Geiger students in the area are provided busing.

Park Street: LHS students are walkers, while most LMS students are provided busing. Longley Elementary students are walkers, and busing is provided for other elementary school students.

Farwell Street: LHS students are walkers unless they live in the Russell Street Extension neighborhood off Farwell Street. These students are provided a bus based on distance from LHS. LMS students are provided busing, and Farwell School students have a Police Department crossing guard assigned to the front of the school to help them across the street.

Webber Avenue: LHS students are walkers (unless from the portion of Webber Avenue south of Lisbon Street), while LMS students are all provided busing. Farwell School students are walkers and have access to the crossing guard at the front of the school. Martel School students are provided busing.

Bartlett Street across from the Basilica: Covered under Tier One Areas of Concern (under Ash Street and Bartlett Street).

Lincoln Street near Beech Street and Lincoln Street near Main Street: All students are provided busing from these areas.

Base of Montello Hill where Central Avenue crosses Montello Street: LHS and LMS students may have to cross Montello Street to access a bus stop. No elementary age students are asked to cross Montello Street here.

East Avenue and Malo Street: LHS students in the area have to cross East Avenue, while all LMS and elementary school students are provided busing.

East Avenue near Farwell: LHS students have to cross East Avenue, while LMS students living east of East Avenue are provided busing. No Farwell School student is asked to cross East Avenue, and has access to a bus.

Along Pleasant Street after Webber Avenue: LHS students in the area are walkers, and a bus is provided when you reach the St. Croix Street area. All LMS and elementary school students have busing from this area.

Bartlett Street and Birch Street: LHS and LMS students in this area are walkers, as are Longley students. Other elementary students in the area have busing available.

Essex Street to Maple Street: No students are asked to cross Lisbon Street in this area. Any student living south of Lisbon Street has access to a bus.

South Avenue and East Avenue: LHS students on South Avenue are walkers unless they live south of Lisbon Street. All LMS and elementary school students have access to busing.

College Street from Stetson Road to Montello Street: All students have busing available. There are several homes right near Geiger School, and we have three students living in that area attending Geiger School, all of whom are transported by their parents or walk to school.

I'm going to stop here and give you a chance to take a look at this information. I hope I have broken it down enough by particular area on a street or by school to give you an idea of what you're looking at.

I do want to mention that while students may be provided busing they could still have to cross a street to get to the bus stop.

I'd be happy to go into more depth if you have any questions about any of the information provided concerning a particular area, school, bus stop, etc.

I'll come back and break down the Tier Three Areas of Concern and get that to you tomorrow - though some of the areas of concern have been included in what has been covered already.

Tier Three Areas of Concern

Intersection of Lisbon Street and Vine Street: Covered under Tier One Areas of Concern (under East Avenue and Lisbon Street).

Intersection of High Street and Main Street: Covered under Tier One Areas of Concern (under Main Street near Frye Street; no students are asked to cross Main Street).

Intersection of Bartlett Street, Oak Street, and Sabattus Street: LHS and LMS students in this area are walkers, however elementary students in the area all have access to a bus without having to cross Sabattus Street.

Intersection of Ash Street, Central Avenue, Sabattus Street and Webster Street: Tier One Areas of Concern.

Intersection of Horton Street and Pine Street: Covered under Tier Two Areas of Concern (under Pine Street).

Intersection of Chapel Street Alley, Lisbon Street, and Main Street: All students living in this area have access to busing. No students are asked to cross Main Street.

Intersection of Cedar Street and Lincoln Street: Busing provided to all students. No students are asked to cross Cedar Street.

Main Street: From Lincoln Street to Russell Street, no students are asked to cross Main Street. Busing is provided to all students on Main Street from Russell Street to the Greene town line. LHS and LMS students may have to cross Main Street to get on the bus. The bus travels out of town on Main Street and comes back in town on College Road. No elementary students are asked to cross Main Street, even at a bus stop. We have arranged it so the bus travels out of town and then back in town so it can pick up students without them having to cross the street.

Intersection of Bates Street and Main Street: Covered above (under High Street and Main Street).

Intersection of Cedar Street and Oxford Street: Covered above (under Cedar Street and Lincoln Street).

I would add that I have had parents of LHS students living east of Main Street and within the walking distance direct their children across Main Street so they can catch a bus on the westerly side of Main Street. It is less of a walk for them, and they would rather ride the bus to school for 20-25 minutes than walk for 10-15 minutes. I have allowed this to happen as long as there is room on the bus. These students are not asked, but are allowed, to get to school this way. I do explain to the parents that they must make that decision based on their child's ability to safely cross Main Street.

I'm glad to have been of assistance, and should you need anything further please do not hesitate to ask."

APPENDIX C: LEWISTON PEDESTRIAN CRASH DATA PROVIDED BY THE BICYCLE AND PEDESTRIAN PROGRAM MANAGER AT THE MAINE DEPARTMENT OF TRANSPORTATION

Lewiston Pedestrian Crash Data
2011-2015

Pedestrian Age	Crashes
0-8	12
17-25	19
26-55	56
56-70	12
71+	6
9-16	11
Blank	3
Grand Total	**119**

Driver Age	Crashes
17-25	10
26-55	49
56-70	25
71+	18
Grand Total	**102**

Impairment	2011	2012	2013	2014	2015	Crashes
Driver/Owner	1					1
Pedestrian	5	2	2	1	1	11
Grand Total	**6**	**2**	**2**	**1**	**1**	**12**

Lighting	Crashes
Dark - Lighted	28
Dark - Not Lighted	6
Dark - Unknown Lighting	1
Dawn	5
Daylight	69
Dusk	3
Grand Total	**112**

Distraction	Crashes
Not Distracted	69
Other Inside the Vehicle (eating, personal hygiene, etc.)	3
Outside the Vehicle (includes unspecified external distractions)	10
Unknown if Distracted	20
Grand Total	**102**

Driver Action	Crashes
Disregarded Other Road Markings	1
Drove Too Fast For Conditions	2
Failed to Yield Right-of-Way	24
Improper Backing	4
No Contributing Action	47
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner	1
Other Contributing Action	10
Ran Red Light	1
Unknown	12
Grand Total	**102**

Pedestrian Location	Crashes
Driveway Access	7
Intersection – Marked Crosswalk	41
Intersection – Other	11
Intersection – Unmarked Crosswalk	7
Midblock – Marked Crosswalk	3
Other	2
Shoulder/Roadside	6
Sidewalk	3
Travel Lane – Other Location	35
Blank	4
Grand Total	**119**

Non-Motorist Action Prior to Crash	Crashes
Adjacent to Roadway (e.g., Shoulder, Median)	1
Crossing Roadway	81
In Roadway – Other (Working, Playing, Etc.)	10
None	1
Other	4
Responder Working in Trafficway (Incident Response)	2
Waiting to Cross Roadway	3
Walking/Cycling Along Roadway Against Traffic (In or Adjacent to Travel)	4
Walking/Cycling Along Roadway with Traffic (In or Adjacent to Travel)	6
Walking/Cycling on Sidewalk	3
Blank	4
Grand Total	**119**

Pedestrian Maneuver	Crashes
Crossing against Signal	10
Crossing Marked Crosswalk no signal	25
Crossing No Signal or Crosswalk	33
Crossing with Signal	6
Emerging from behind parked car	6
Not in road	1
Other Pedestrian Action	14
Standing in road	4
Walking in road against traffic	2
Walking in road with traffic	5
Walking on Sidewalk	5
Working in road	4
Blank	4
Grand Total	**119**

Non-Motorist Action	Crashes
Dart/Dash	19
Entering/Exiting Parked/Standing Vehicle	1
Failure to Obey Traffic Signs, Signals, or Officer	6
Failure to Yield Right-Of-Way	6
In Roadway Improperly (Standing, Lying, Working, Playing)	10
Inattentive (Talking, Eating, Etc.)	4
No Improper Action	46
Not Visible (Dark Clothing, No Lighting, Etc.)	7
Other	3
Unknown	12
Wrong-Way Riding or Walking	1
Blank	4
Grand Total	**119**

Driver Pre-Crash Action	Crashes
Blank	4
Following roadway	55
Starting in traffic	11
Parked Legally	2
Making right turn	9
Making left turn	12
Stopped in traffic	4
Right turn on red	1
Backing	8
Left turn on red	1
Slowing in traffic	2
Overtaking Passing	1
Starting from parked	2
Grand Total	**112**

Weather Condition	Crashes
Blowing Snow	1
Rain	14
Fog, Smog, Smoke	1
Other	1
Snow	2
Cloudy	19
Clear	72
Sleet, Hail (Freezing Rain or Drizzle)	2
Grand Total	**112**

Surface Condition	Crashes
Slush	4
Wet	20
Dry	81
Snow	3
Ice/Frost	4
Grand Total	**112**

Traffic Control Device	Crashes
None	47
Officer, Flagman, School Patrol	1
Traffic Signals (Flashing)	2
Stop Signs - All Approaches	5
Other	4
Yield Sign	1
Stop Signs - Other	27
Traffic Signals (Stop & Go)	25
Grand Total	**112**

Contributing Circumstances	Crashes
None	94
Physical Obstructions	3
Glare	4
Weather Conditions	11
Grand Total	**112**

APPENDIX D: LETTER FROM MDOT STATE TRAFFIC ENGINEER STEPHEN LANDRY TO CITY ADMINISTRATOR ED BARRETT

MDOT Letter 1.6.17-1.jpg

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE 04333-0016

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

January 3, 2017

Edward A. Barrett
City Administrator
City Hall
27 Pine St.
Lewiston, ME 04240-7204

RE: Main St and Frye St Pedestrian Fatality

Dear Mr. Barrett;

Commissioner Bernhardt asked that I respond to you regarding the crosswalk at Frye and Main St and potential improvements to the intersection in the wake of the crash in which Jayden Cho-Sargent was fatally injured.

I understand that you have a plan for this particular intersection, but we would like to re-evaluate this intersection once the snow has receded to determine if bump-outs would be a suitable solution on the Frye St side of the roadway. The Department would like to set up a Road Safety Audit (RSA) for this particular crosswalk and other areas deemed problematic within the City of Lewiston. We would like to use the time together to discuss potential solutions to other pedestrian issues, price out those solutions and work on a funding/implementation plan for those fixes.

I hope that this plan is acceptable to the City. Please know that myself and my staff look forward to finding solutions to these problems. Joyce Taylor, MaineDOT Chief Engineer will also be contacting you in the near future to discuss pedestrian issues in the City of Lewiston. Please feel free to contact me by phone at (207)-624-3632 or by e-mail at Stephen.landry@maine.gov.

Sincerely,

Stephen Landry
State Traffic Engineer

Cc Joyce Taylor, MaineDOT, Chief Engineer
Senator Nate Libby
Dave Jones, Lewiston Public Works Director
Lewiston Mayor/City Council

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TEDOC's 1674808

THE MAINE DEPARTMENT OF TRANSPORTATION IS AN AFFIRMATIVE ACTION - EQUAL OPPORTUNITY EMPLOYER
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