

From: [Nicholas Davies](#)
To: [Transportation Commission](#); [Traffic](#)
Cc: [Martinez-Rutherford, Dina Nina](#)
Subject: Intersection priority list: Cottage Grove & Maher
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Hi,

I see in the TC agenda materials that there have been some studies done at Cottage Grove & Maher, though not a pedestrian study per se. I'm not convinced that a traffic signal is necessarily the solution here, but something really ought to be done at this intersection.

There is already an RRFB there, and traffic on Cottage Grove (particularly eastbound) has been really non-compliant with it. It doesn't matter if the lights are flashing, doesn't matter if I'm physically in the crosswalk, doesn't matter if I'm wearing lime green on a gray winter day, people keep coming at me.

There is also already a speed monitoring board, just west of this intersection. It shows that people routinely go above 30 mph in this 25 mph zone, fast enough that I guess they can't stop for pedestrians. Whether the drivers themselves "see" this overhead speed board is unclear, given that they don't "see" an overhead RRFB either.

Part of the problem may be that, as you go eastbound on Cottage Grove Rd, it widens from one travel lane (with a shared turn lane) to two travel lanes at Drexel, immediately before the intersection with Maher / Royster Oaks.

This makes it feel like the road is "opening up" into more of a highway configuration. When traffic spreads out across the two lanes, drivers suddenly have double the following distance between their car and the car in front of them. It's a following distance more suitable to higher speeds--or speeding up to close the gap.

Cottage Grove Rd doesn't *need* to widen out at Drexel. It does this as a historical accident. The "double-barreled" configuration used to continue further west, but that portion has already been narrowed (sometime between 2011 and 2019). Whatever traffic Drexel Ave contributes to eastbound traffic on Cottage Grove, it sure isn't a lane's worth.

I suspect the ideal solution here would be the closure of the excess travel lane, at least as far as Maher. If the next street reconstruction is far off, then maybe this could be achieved using more temporary materials in the meantime. Then for someone trying to cross Cottage Grove Rd, they would only need one car to stop for them, rather than having to form a consensus amongst more than one vehicle at a time.

I hope you'll keep the problems at this location in mind, beyond the immediate discussion of eligible traffic signal locations.

Thank you,

Nick Davies

3717 Richard St