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MEMORANDUM

TO: Tom Hall, Scarborough Town Manager

FROM: Bill Bray, P.E., Traffic Consultant *BILL*

DATE: January 17, 2010

CC: Dan Bacon, Scarborough Town Planner
Jim Wendel, P.E., Scarborough Town Engineer
Jay Chace, Scarborough Assistant Town Planner

SUBJECT: Pine Point Beach Access Improvement Plan

Pursuant to your request, I have completed a thorough review of the proposed Pine Point Beach Access Improvement Plan. The documents used in the conduct of that review include: 1) 12-2-09 Preliminary Concept Plan and, 2) reduced scale copy of proposed roadway improvement plans prepared by DeLuca-Hoffman for a portion of Pine Point Road/King Street. The project site was field checked determining roadway speeds, vehicle sight distance, existing roadway geometry, existing traffic signing and pavement markings. The following comments and recommendations provide a summary of that effort:

1. It would be most desirable if the Town can influence three changes to the parking area fronting the Lighthouse Inn: A stop sign and stop bar should be added at the entrance of the parking lot controlling exiting movements from the lot. Additionally, immediately upon entering the parking lot from Pine Point Road the triangular area bordering the concrete sidewalk and the handicap parking space buffer area within the Lighthouse Inn parking lot should be defined as a no-parking area, preferably as a raised landscaped area or, at minimum, with flush/colored concrete to insure this area isn't used for parking. I have labeled this area on the attached marked up plan as note #1.
2. Proposed modifications to the existing landscape wall that fronts the Lighthouse Inn property along King Street, in combination with the proposed painted "fog" line that extends through the horizontal curve connecting Pine Point Road to King Street, are critical visual delineation aids for motorist traveling between the two streets. It may be desirable to soften the curb radius at the entry point to the parking lot. Refer to note #2 on the attached plan
3. A standard stop sign should be installed at the intersection of the private residential street and Pine Point Road. Refer to note #3 on the attached plan.

4. Motorists utilizing the proposed parking drop-off area, in circulating to/from these spaces, will delay traffic traveling along Pine Point Road/King Street for short periods of time simply because of the narrow widths of both roadways. Although, the length of delay should be very minimal and have limited impact on traffic circulation throughout the neighborhood. Clear parking space markings should be included as a feature of the design to ensure that no more than two vehicles are parked at any given time. A third vehicle attempting to park within the designated area would likely encroach on either of the two pedestrian crosswalk areas, from a safety perspective, an undesirable result. Predictable enforcement of the defined parking regulations for these spaces will ensure the success of their utilization by the public.
5. An existing sign located along the northwest side of King Street implies that short duration business parking is allowed. It is suggested that the sign and parking designation be eliminated. King Street is a somewhat narrow roadway; on-street parking on either side of the street, even for short periods of time, certainly has a negative impact on both vehicle circulation and roadway safety.

In summary it would be my professional opinion that the proposed Pine Point Beach Access improvement plan carefully considers and appropriately includes design features that fully integrates the necessary improvements of all users (i.e. motorists, pedestrians, beach users, businesses, etc.) This review memorandum has identified a few plan enhancements that, with implementation, will provide further clarity and safety to the proposed plan.

If there are questions or you desire further clarification regarding the comments presented above, please contact me at 400-6890.

Pine Point Beach Access
Preliminary Concept Plan For Public Discussion

TJD&A 12-2-09

Bill Bray
Notes in Red

modified w/
Bill Bray's comment from
memo dated 1-17-10

