

# Pine Point Residents Association



**Association Response to  
Traffic Consultant William Bray's  
Report to the  
Beach Access Task Force  
February 2010**

## Response to Mr. Bray's Report to Task Force: February, 2010

Association leaders and members have reviewed Mr. Bray's memo to Town Manager Hall dated January 17, 2010 and offer the following response.

Mr. Bray did not specifically address the questions posed by members of the public at the forums regarding removal of the encroachment of the stone wall structure in the right-of-way. Several residents' positions were that removal of the encroachment would enhance pedestrian safety regardless of any other improvement in this area because its presence forces pedestrians to walk in that section of King Street just after the curve. Bray's reference to "visual delineation aids" is unclear, but the question from residents related to the extent to which removing the encroachment would make for a more practical and safer drop-off plan as shown later in this report.

Residents believe removal of the structure would open up a significant area of the right-of-way and provide safer drop-off and maneuvering back on to King Street (see red arrows showing the wall gone and a more gradual return of cars on to King Street. It also affords the opportunity to continue the sidewalk-esplanade design.

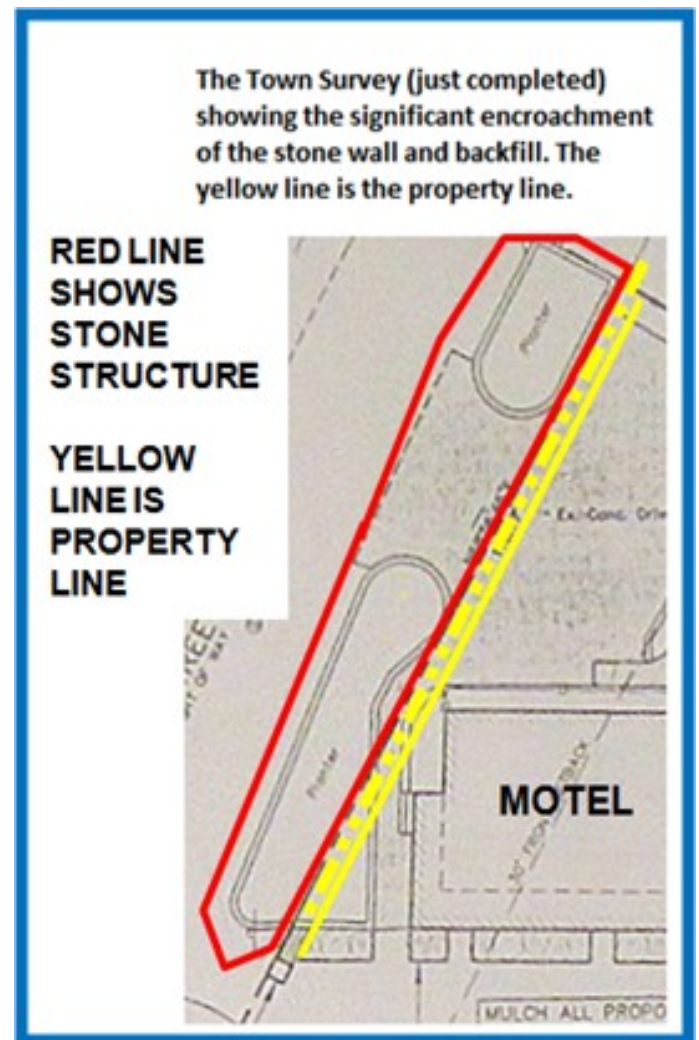
The removal of the structure is clearly tied to the Task Force's work given the challenges presented by the drop off.

Furthermore, Mr. Bray's recommendations #1, #2 and #3 were "enhancements" to two already-approved Site Plans (the Beachwalk Subdivision and the Lighthouse Condotel's New Parking Area on Depot Street). Those are approved, private and presumably not part of the Task Force's scope to include in the plan.

Residents repeat long-stated objections to the absence of a thorough traffic study during the summer prior to design and construction of any new infrastructure. Mr. Bray conducted a four-hour study of this area 20 years ago. Clearly more data on vehicle and pedestrian behavior is called for when engineering this unique area, yet none have been collected other than by residents.

Finally, Bray's conclusion (#5) regarding the business parking sign across from the Truman's stone wall encroachment (see next page) just reinforces residents' opinions. He wrote **"King Street is a somewhat narrow roadway; on-street parking on either side of the streets... certainly has a negative impact on both vehicle circulation and roadway safety."** Since this sign is directly across from the stone wall encroachment, it begs the question why Mr. Bray would recommend removal of a sign for short-business parking (which has existed for many years) but not removal of a substantial structure, 90% of which is within the right-of-way and causes the "narrow roadway" he is concerned about. It is also very unfair to penalize one business while allowing another to benefit from using public land for private purposes.

Engineers have advantages over lay persons, but common sense must prevail. There would be no need for committees or Task Forces or Planning Boards or Town Councils if engineers' recommendations were the final word.



***NOT a typical encroachment common in the Town's rights-of-way. This structure is not a tree or bush, a small picket fence or set of mailboxes. It is a stone wall, backfilled and landscaped... almost entirely on Town Land.***



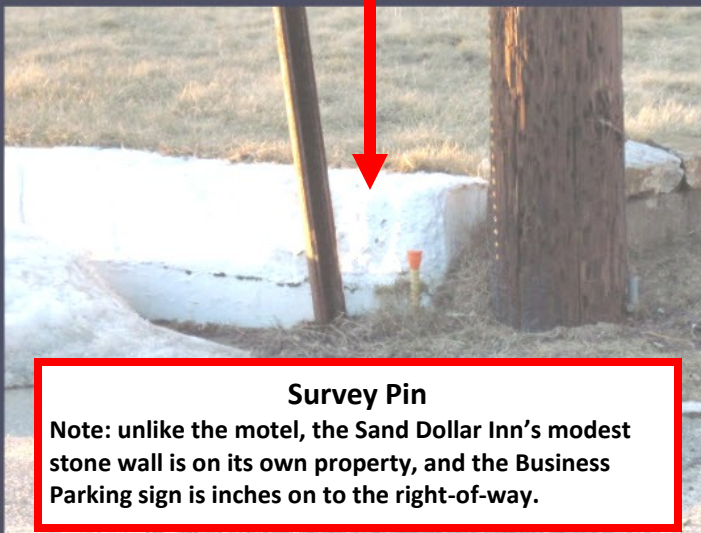
# Response to Mr. Bray's Report to Task Force: Sign Removal

## Bray's Recommendation #5

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.

### Survey Pins

The orange flags are placed on the property line which was pinned by surveyors, should there be any question as to the actual encroachment on public property.



### Survey Pin

Note: unlike the motel, the Sand Dollar Inn's modest stone wall is on its own property, and the Business Parking sign is inches on to the right-of-way.





## Response to Mr. Bray's Report to Task Force: Wall Removal

Removal of Stone Structure From the Street to the Property Line (yellow line) will open a large area of the right-of-way which has forced pedestrians into the street for years. It will also facilitate a safer drop off and potential for extending the sidewalk-esplanade design.



# Response to Mr. Bray's Report to Task Force: Possible Alternative

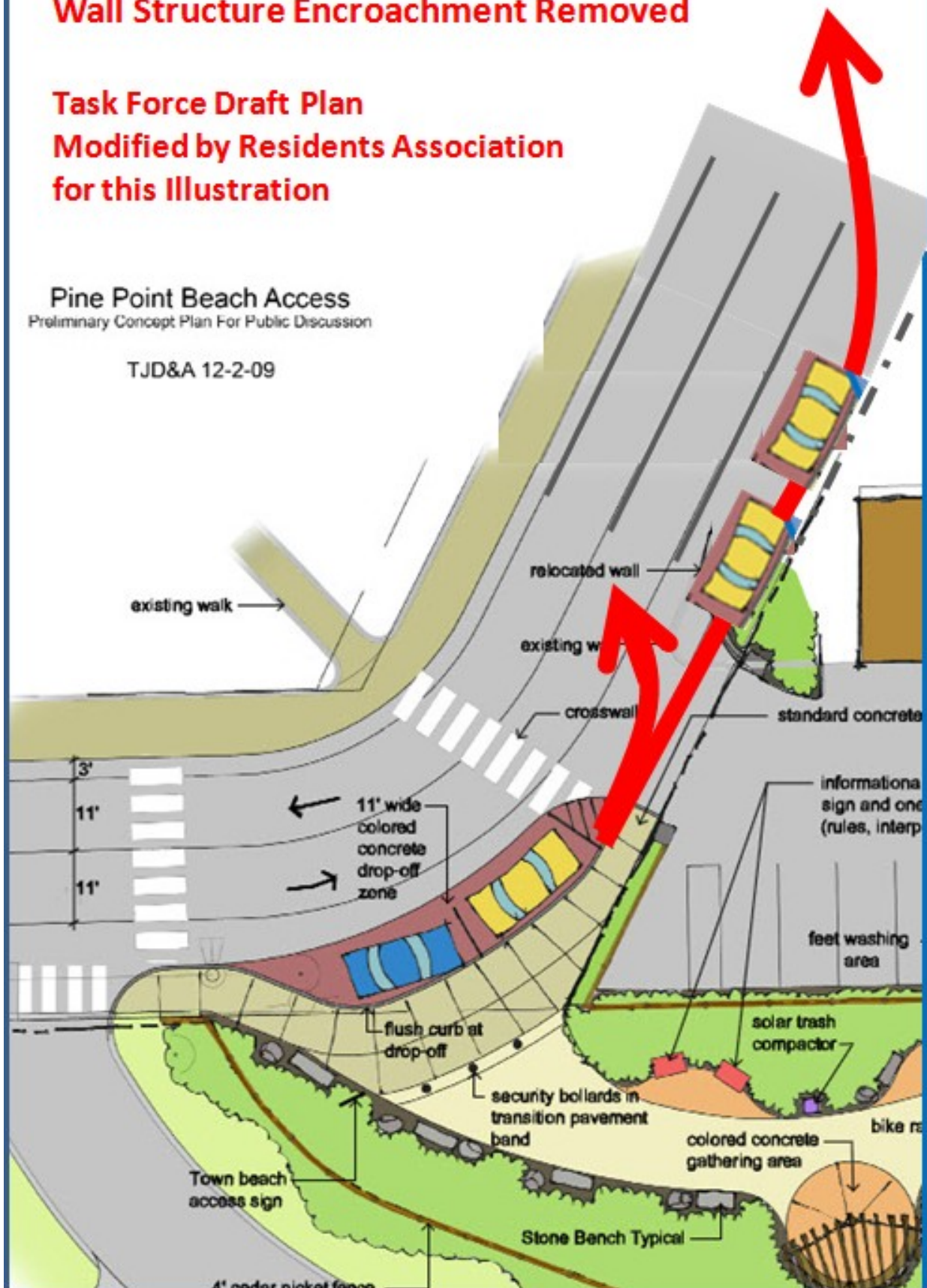


## Rendering of King Street showing Wall Structure Encroachment Removed

### Task Force Draft Plan Modified by Residents Association for this Illustration

Pine Point Beach Access  
Preliminary Concept Plan For Public Discussion

TJD&A 12-2-09





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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

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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

