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MEMORANDUM

TO: Tom Hall, Scarborough Town Manager

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

DATE: February 27, 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

Please find as follows an updated memorandum regarding the noted subject. The content reflects my review of the recently approved Lighthouse Inn Site Plan requirements; the most recent Pine Point Beach Access “Concept Plan” dated February 25, 2010, and conversations with Jim Wendel, P.E., Town Engineer and Jay Chace, Assistant Town Planner. The following comments, previously presented in the January 10, 2010 memorandum from my office, are repeated with updated comments noted in “bold” print:

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 ensure this area isn’t used for parking. I have labeled this area on the attached marked-up plan as note #1.
The approved Lighthouse Inn site plan dated 11-30-2009 depicts a stop sign and stop bar for motorists departing the Inn onto Pine Point Road. The Planning Board required, as a condition of approval, that the Applicant revise the site plan to incorporate the triangular area noted as note #1 on the plan attached to the previous 1-17-2010 memorandum. It would be my opinion that the items stated in this comment have been appropriately addressed.
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 motorists 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.

Jim Wendel has advised that the minor curb alignment modification previously noted as plan note #2 and the recommended “fog” line delineation will be incorporated into the reconstruction of Pine Point Road/King Street project. It would appear that these items have been appropriately handled.

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.

The most recent Pine Point Beach Concept Plan dated February 25, 2010 denotes the stop sign and stop bar. This item has been appropriately addressed.

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.

Jim Wendel stated that he expects to include construction of the parking turnout area in the construction plans for Pine Point Road and King Street.

Construction of the proposed parking area should include painted parking stall lines that clearly show that only two vehicles are legally allowed to park within the designated area and required parking signs that inform motorists of time restrictions, etc.

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.

Based upon my conversations, this item hasn't been specifically addressed.

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