

Pine Point Area Transportation Master Planning

Public Meeting
July 18, 2017



Town of Scarborough
Woodard & Curran, Inc.
Milone & MacBroom, Inc.

Pine Point Area Transportation Master Planning

Public Meeting
July 18, 2017

Mike Shaw - Public Works Director
Angela Blanchette – Town Engineer
Jay Chace – Planning Director

John Adams – Milone & MacBroom
Regina Leonard – Milone & MacBroom
Mary McCrann – Woodard & Curran
Dave Senus – Woodard & Curran



Pine Point Area Transportation Master Planning

Presentation Agenda

- Overview of Study Area
- Complete Streets Policy / Example
- East Grand Ave Existing Conditions / Project Need
- East Grand Ave Proposed Sections
- Pine Point / East Grand Intersection Options
- Pine Point Area Master Planning
- Next Steps / Timeline





Intersection:
Preliminary Design

East Grand Ave:
Preliminary Design

Pine Point: Master
Planning

East Grand Ave Side
Streets: Drainage
Considerations

TOWN LANDING

Bayley's Lobster Pound

PINE POINT
BEACH

Clambake

Scarborough
Town Assessor

Jones Creek Dr

PINE POINT

GRAND BEACH

East Grand Ave



3D



+

-

Pine Point Area Transportation Master Planning

“Complete Street” Improvement for:

- Motorists
- Pedestrians
- Cyclists

...while improving utility infrastructure & the
storm drain system

SCARBOROUGH
MAINE



SCARBOROUGH COMPLETE STREETS POLICY

Adopted by the Town of Scarborough Town Council

Dated January 20, 2016

1. Vision and Purpose. Complete Streets are designed and operated to provide safety and accessibility for all current and future transportation users whether they are pedestrians, bicyclists, transit riders or vehicular motorists, regardless of age or ability. Complete Streets principles contribute toward the safety, health, economic viability, and quality of life in a community by providing accessible and efficient connections between home, school, work, recreation and commercial centers. Ultimately, the town envisions a well-connected multimodal network of transportation facilities that appropriately relates to the existing built environment in capacity and scale, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

This Complete Streets Policy supports the goals outlined in the town’s comprehensive plan, the Town-wide Transportation Study, and various neighborhood plans by creating a safer, cost effective, equitable, and fully accessible transportation network that supports walkable, attractive, business friendly neighborhoods. It also contributes to the town’s livability goals by encouraging energy and environmental sustainability.

2. Project Considerations.

Early consideration of all modes for all users will be important to the success of this policy. Those planning and designing projects that affect public streets will give due consideration to all roadway users from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, repaving/ rehabilitation or roadway retrofits. Roadway retrofits may include changes in the allocation of the right-of-way and pavement space on an existing roadway, such as changes to the number and use of lanes, changes in lane widths, and/or the addition or reconfiguration of on-street parking.

When applying for and reviewing projects for funding purposes regardless of funding source, Complete Street practices and principles will be included, as appropriate and reasonable, for all projects that affect the public right-of-way.

3. Exceptions.

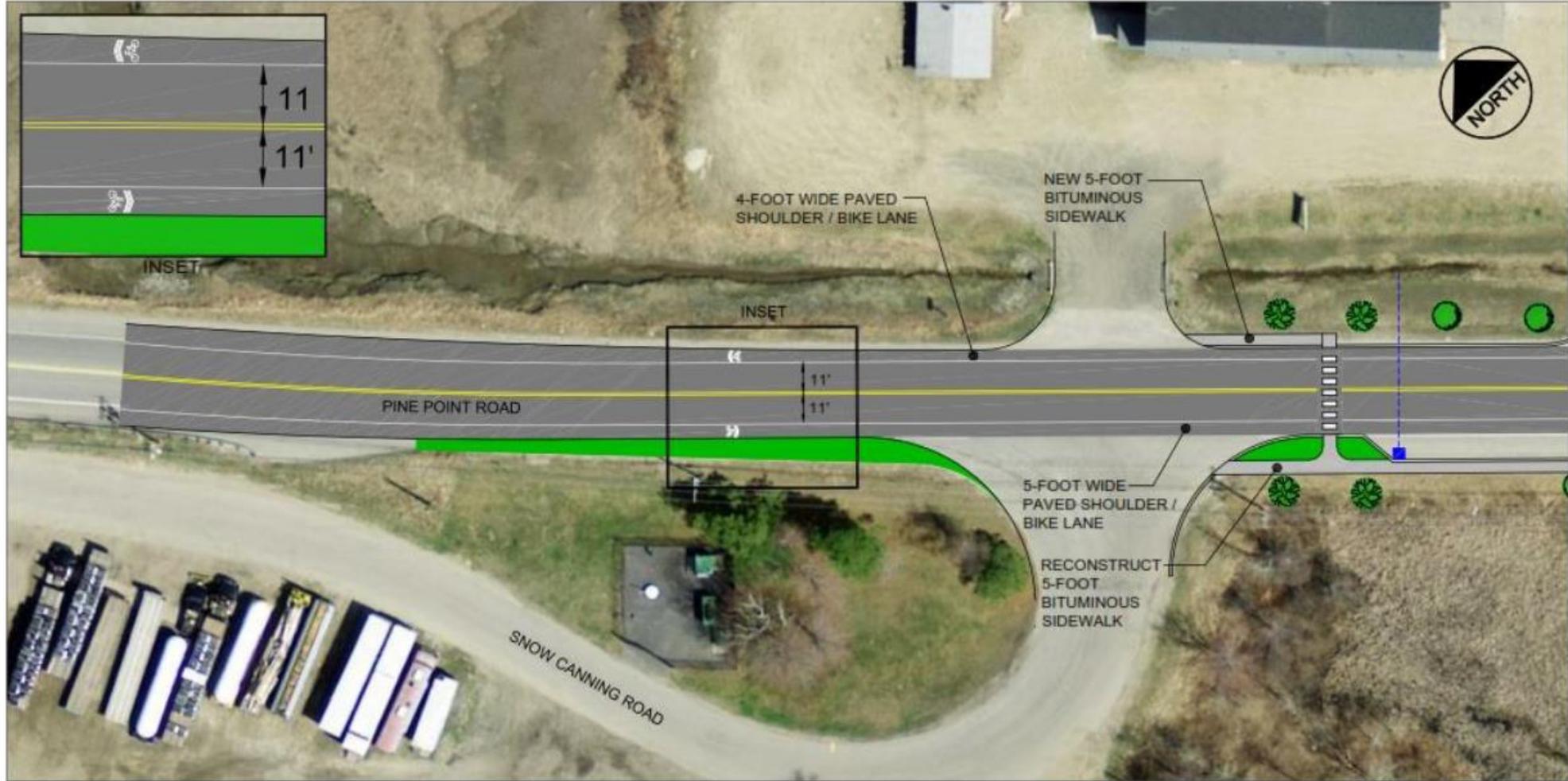
Bicyclist and pedestrian transportation users shall be included in street construction, re-construction, repaving, and re-habilitation projects, except under one or more of the following conditions:

Pine Point Road – Existing Conditions



Pine Point Road – Proposed Conditions





TOWN OF SCARBOROUGH

P.O. BOX 360
 259 US ROUTE ONE
 SCARBOROUGH, MAINE 04070-0360
 WWW.SCARBOROUGHMAINE.ORG

PROJECT NAME

PINE POINT ROAD

LOCATION

CONCEPTUAL LAYOUT

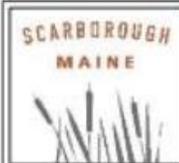
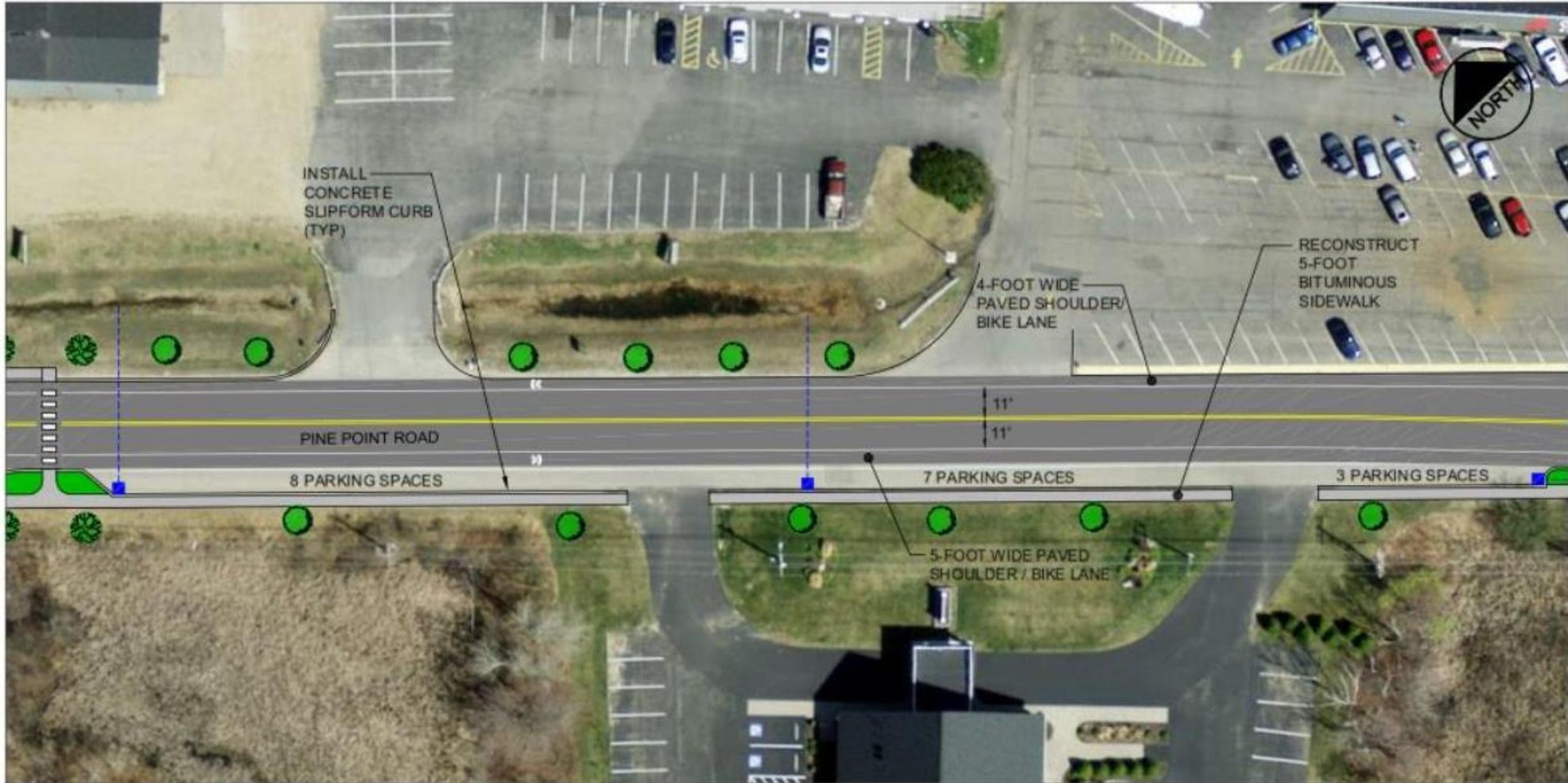
DESIGNED BY: AJB
 DRAWN BY: AJB
 DATE: February 16, 2016
 FILE NAME: Concept Layout.dwg
 SCALE: 1" = 40'

SHEET TITLE

LAYOUT - 1

FIGURE

1



TOWN OF SCARBOROUGH

P.O. BOX 360
 259 US ROUTE ONE
 SCARBOROUGH, MAINE 04070-0360
 WWW.SCARBOROUGHMAINE.ORG

PROJECT NAME

PINE POINT ROAD

LOCATION

CONCEPTUAL LAYOUT

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SHEET TITLE

LAYOUT - 2

FIGURE

2



TOWN OF SCARBOROUGH
 P.O. BOX 360
 259 US ROUTE ONE
 SCARBOROUGH, MAINE 04070-0360
 WWW.SCARBOROUGHMAINE.ORG

PROJECT NAME

PINE POINT ROAD

LOCATION

CONCEPTUAL LAYOUT

DESIGNED BY: AJB
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 DATE: February 18, 2016
 FILE NAME: Concept Layout.dwg
 SCALE: 1" = 40'

SHEET TITLE

LAYOUT - 3

FIGURE

3

East Grand Avenue Preliminary Design



East Grand Avenue Preliminary Design

Street Characteristics

- High volume during summer
- Important connector to Old Orchard Beach
- Opportunity for Complete Street

Existing Condition Issues

- Pavement
- Curb Reveal
- Limited Bike / Ped Amenities
- Drainage System
- Water Distribution System

East Grand Avenue Preliminary Design

PACTS 2020 and 2021 Complex Projects – Application Update

- Scarborough applied for funding in February 2017
- Work to include roadway reconstruction, preservation, modernization and expansion of the East Grand Avenue corridor
- Application DID NOT receive funding – East Grand is not a PACTS identified priority corridor
- Scarborough is exploring other funding opportunities

PLAN VIEW



WATER-SIDE

EXISTING FEATURES:

- Sidewalk on land-side
- On-street parking on the land-side of the street
- Wide east and westbound drive lanes
- No bicycle lanes or shared lane markings

NOTES:

- No bicycle accommodations
- Lack of pedestrian amenities on water-side limits connectivity and safety
- Wide drive lanes facilitate speeding

East Grand Avenue - Existing

WATER-SIDE



A B C D E

VOTE FOR
NO CHANGES:



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EXISTING CONDITIONS EAST GRAND AVENUE IMPROVEMENTS



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OPTION A FEATURES:

- Sidewalks on both sides
- On-street parking preserved on the land-side of the street
- Bikes share westbound lane with vehicles
- Dedicated bike lane heading east

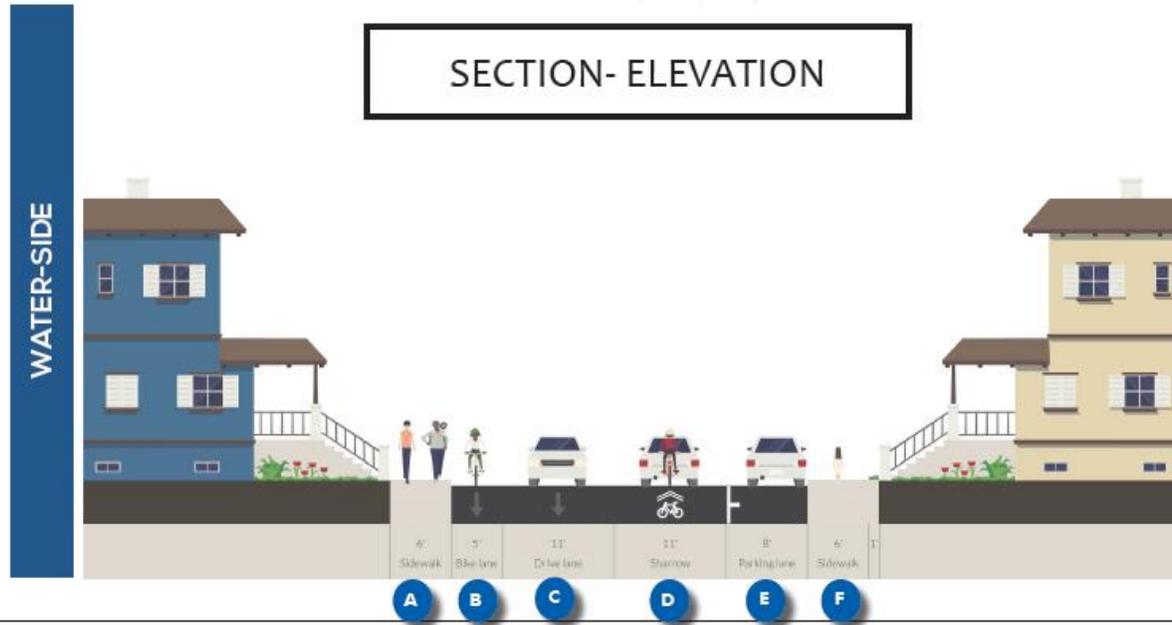
PROS

- Pedestrians can use both sides of the street
- Improved connectivity
- Dedicated bicycle lane created

CONS

- Bicycle accommodations are not consistent
- Limited space for signage and mailboxes
- Mail delivery may impact bike lane

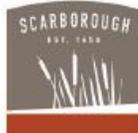
SECTION- ELEVATION



VOTE FOR
OPTION A:

OPTION A

EAST GRAND AVENUE IMPROVEMENTS



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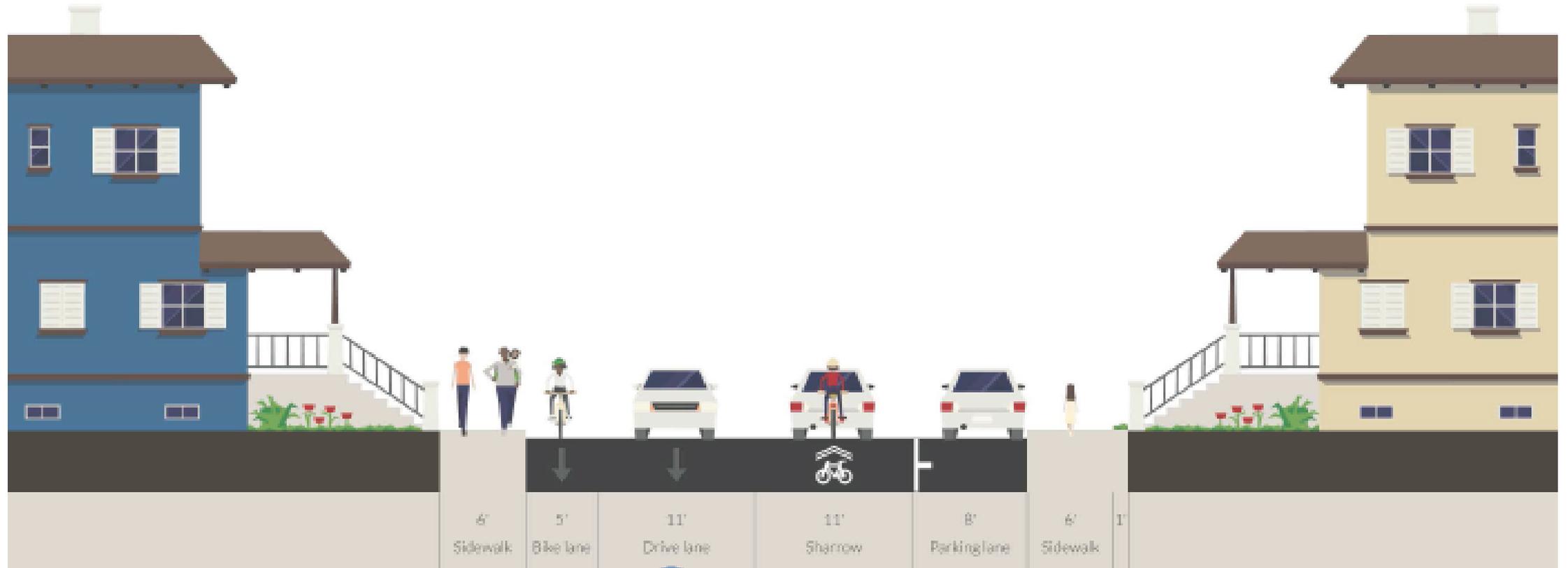
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East Grand Avenue A

WATER-SIDE





OPTION B FEATURES:

- Sidewalk widened on land-side of street
- On-street parking preserved on the land-side of the street
- Bikes share both lanes with vehicles
- Wide multi-use path on water-side

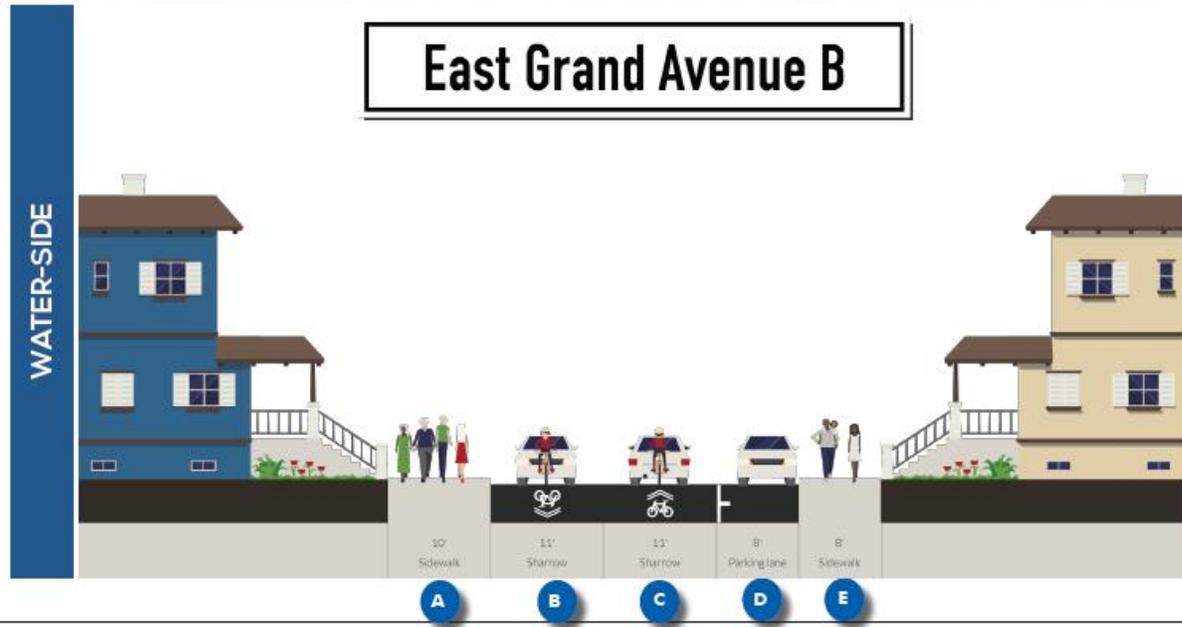
PROS

- Pedestrians can use both sides of the street
- Wide multi-use path on south side
- Improved on-street bicycle accommodations

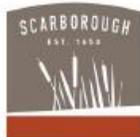
CONS

- Special care needed for driveways and curb cuts along multi-use path
- Signage and mailboxes impact usable width
- Mail delivery

East Grand Avenue B



VOTE FOR
OPTION B:



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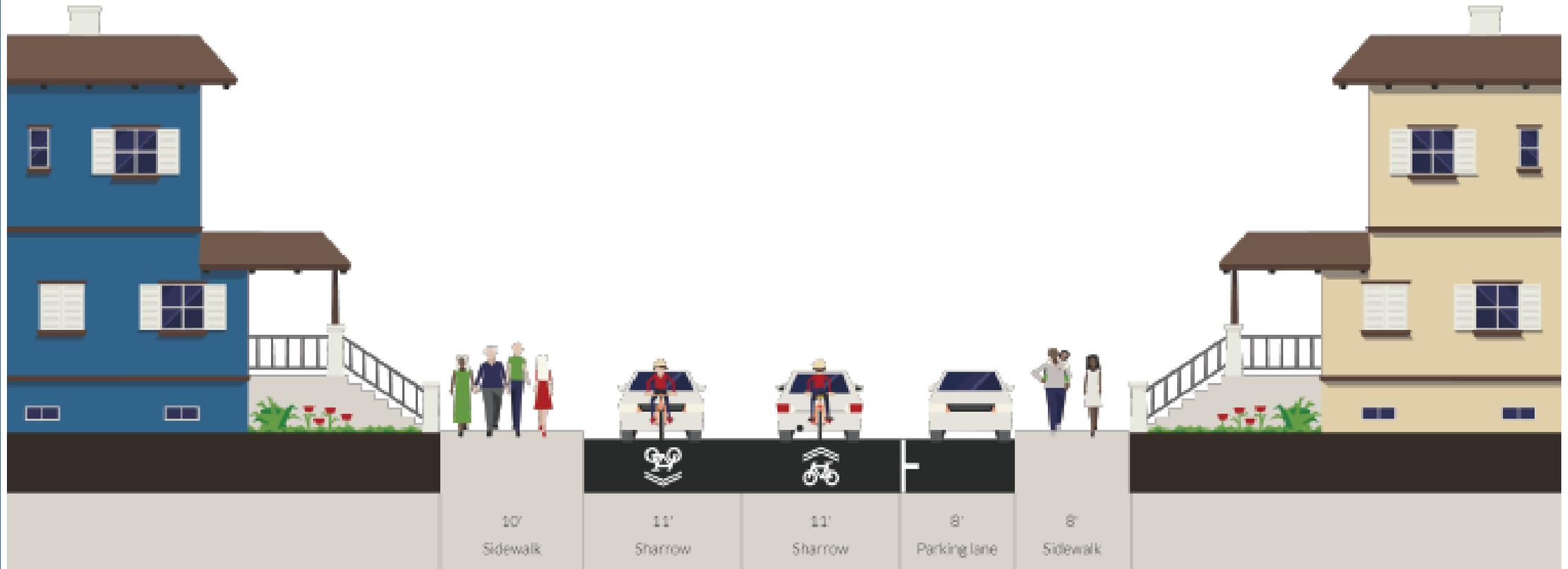
OPTION B
EAST GRAND AVENUE IMPROVEMENTS



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WATER-SIDE

East Grand Avenue B





OPTION C FEATURES:

- Sidewalks on both sides of street
- On-street parking preserved on the land-side of the street
- Bikes share both lanes with vehicles
- Esplanade with street trees on water-side of street

PROS

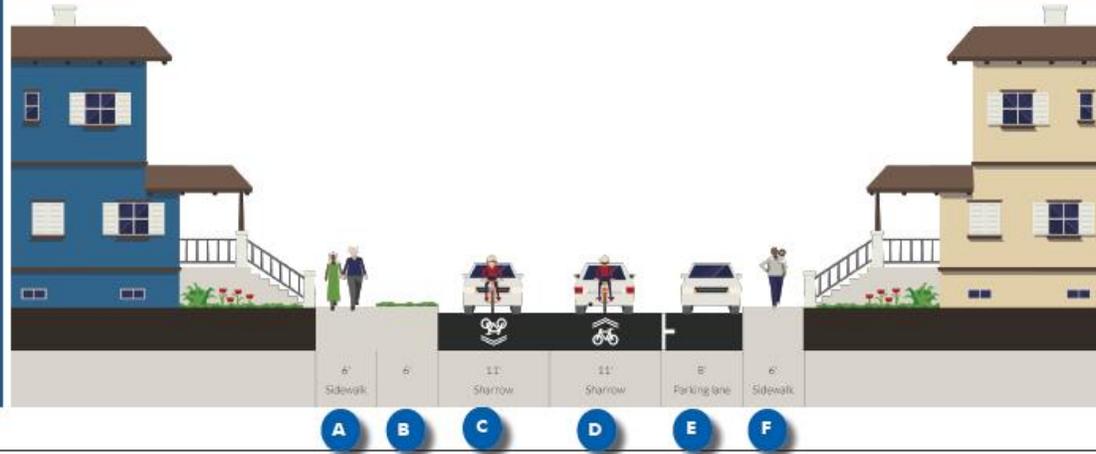
- Pedestrians can use both sides of the street
- Improved connectivity
- Esplanade for buffer, snow, trees, signage, mailboxes

CONS

- Standard sized sidewalks will not accommodate bicycles
- Esplanade requires maintenance during growing season
- Mail delivery

East Grand Avenue C

WATER-SIDE



VOTE FOR
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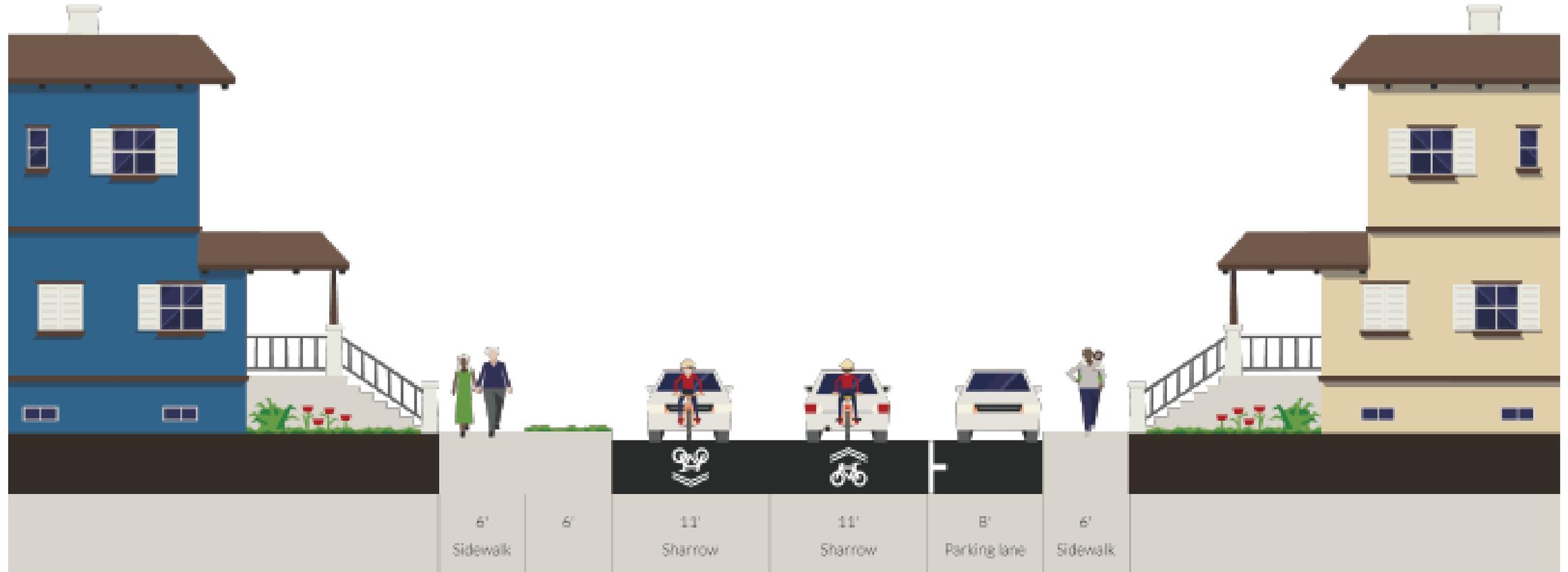
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OPTION C
EAST GRAND AVENUE IMPROVEMENTS



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East Grand Avenue C





OPTION D FEATURES:

- Sidewalk on land-side of street
- On-street parking preserved on the land-side of the street
- Dedicated bike lanes on both sides of the street

PROS

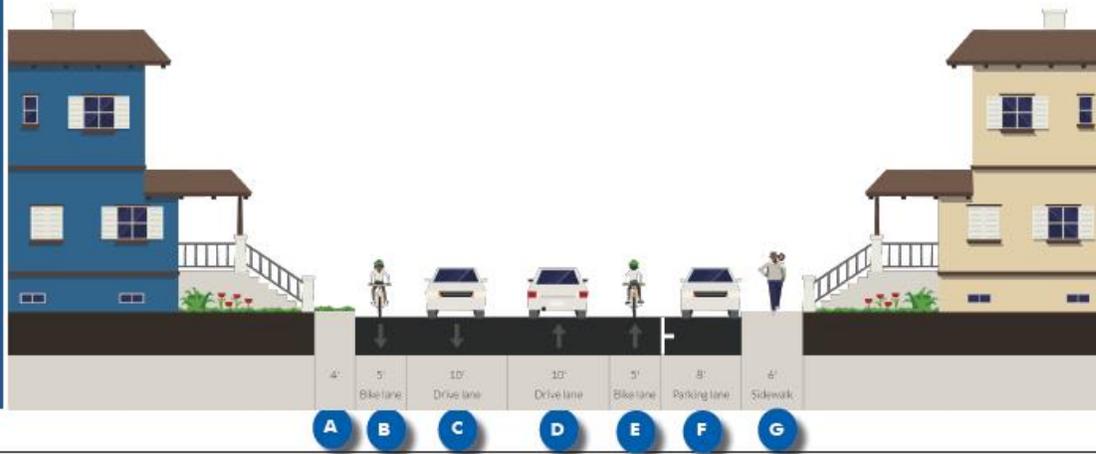
- Preserved on-street parking
- Improved on-street bicycle accommodations
- Room for signage and mailboxes

CONS

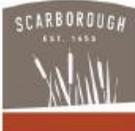
- Pedestrians limited to land-side of the street
- No improved pedestrian connectivity on water-side

East Grand Avenue D

WATER-SIDE (South)



VOTE FOR
OPTION D:



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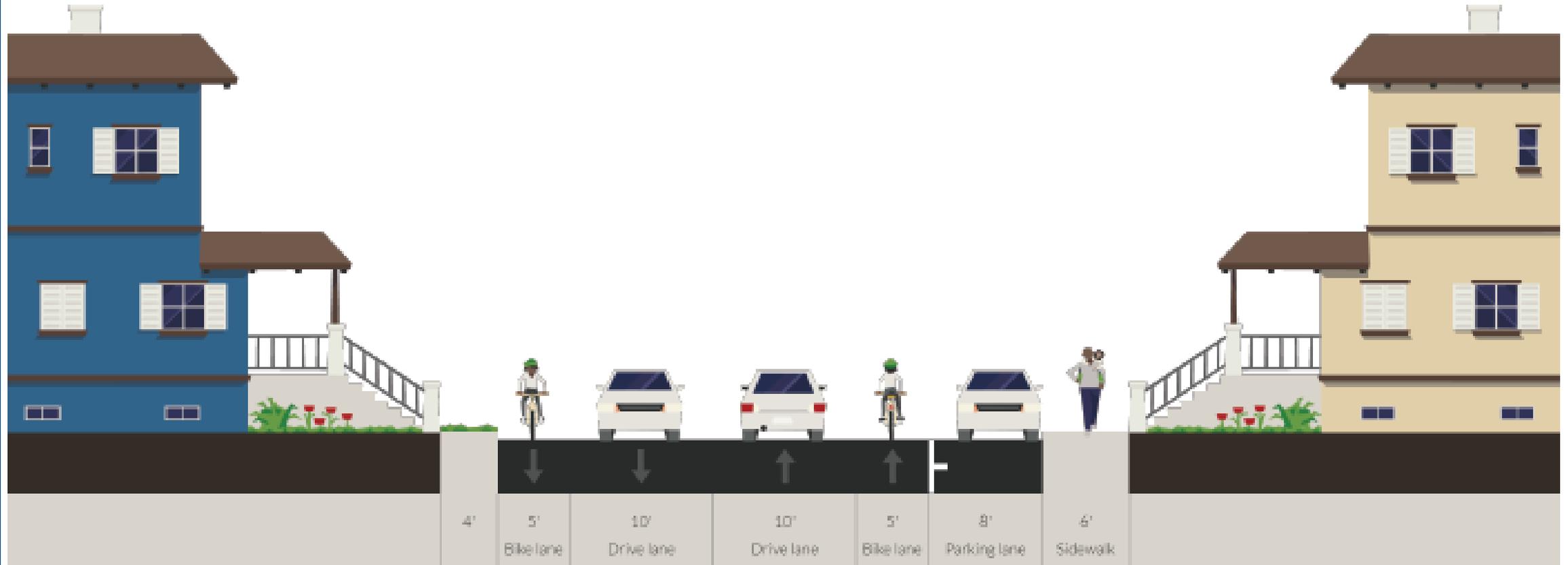
OPTION D
EAST GRAND AVENUE IMPROVEMENTS



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WATER-SIDE (South)

East Grand Avenue D



5 Minute East Grand Avenue Sticker Exercise

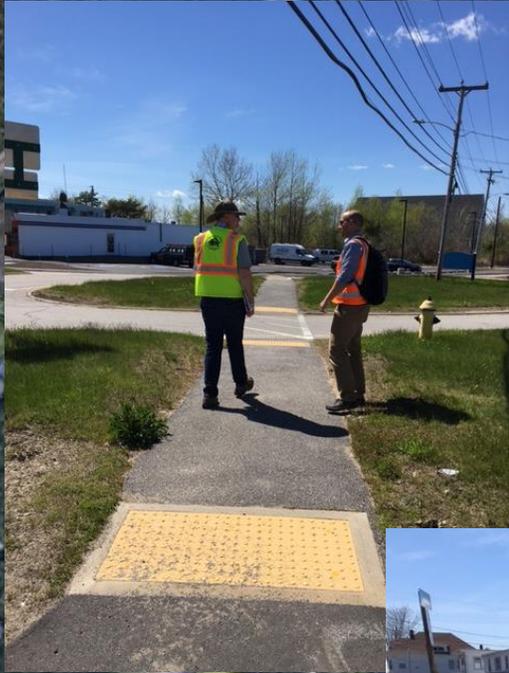
Time is Up!



Intersection Preliminary Design

Intersection





Little River Rd

Baine

Creek Dr

PLAN VIEW



Approach from Pine Point Road heading toward East Grand Avenue



Stop sign on Pine Point Road at East Grand Avenue intersection

VOTE FOR
NO CHANGE:



- NOTES:**
- Lack of pedestrian & bicycle infrastructure
 - Complex intersection lacks clarity and has numerous conflict points
 - High speed entry from Pine Point Road onto East Grand Avenue



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EXISTING PINE POINT INTERSECTION CONCEPTS



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PLAN VIEW



CONTROLLED FOUR-WAY STOP

OPTION A FEATURES:

- Simplest intersection layout
- Single point intersection
- Provides stop condition at all four approaches
- Safest option for bikes and pedestrians

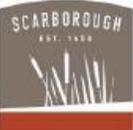
PROS

- Traffic calming
- Creates green space
- Formal bike lanes and pedestrian elements
- Simplified intersection

CONS

- Some queuing / delays on approaches
- Priority of right-of-way
- Driveway disruption

VOTE FOR
OPTION A:



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INTERSECTION - OPTION A PINE POINT INTERSECTION CONCEPTS



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PLAN VIEW



T-Style Intersections



OPTION C FEATURES:

- T-style intersection configuration
- Dedicated bicycle lanes through intersection
- Free flow traffic on Pine Point through to East Grand Avenue

PROS

- Simplifies intersection and clarifies traffic movement
- Provides bike and pedestrian facilities
- Creates green space

CONS

- Free flow traffic on Pine Point / East Grand Avenue
- Pedestrians crossing against free flow traffic
- Driveway access may be disrupted

VOTE FOR
OPTION C:



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INTERSECTION - OPTION C PINE POINT INTERSECTION CONCEPTS



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Intersection Preliminary Design Sample Decision Matrix

SAMPLE OF DECISION MATRIX

PINE POINT/EAST GRAND AVE MASTER PLAN DECISION MATRIX PRELIMINARY INTERSECTION LAYOUT

OPTIONS	25 POINTS (5 PTS./SUBCATEGORY)					CATEGORY SCORE	30 POINTS (10 PTS./SUBCATEGORY)			CATEGORY SCORE	30 POINTS (10 PTS./SUBCATEGORY)			CATEGORY SCORE	15 POINTS (5 PTS./SUBCATEGORY)			CATEGORY SCORE	SCORING
	TRAFFIC OPERATIONS						PEDESTRIAN CONSIDERATIONS				CONTEXT SENSITIVE CONSIDERATIONS				LEVEL OF SUPPORT				
	LEVEL OF SERVICE	INTERSECTION CLARITY	DRIVER EXPECTANCY	TRAFFIC CALMING	VEHICLE SAFETY		SIDEWALK CONNECTIVITY	PEDESTRIAN SAFETY	CROSSWALK LOCATIONS & LENGTHS		PLACEMAKING	IDENTITY & CHARACTER	STREETScape ELEMENTS		MASTER PLAN	NEIGHBORHOOD	PUBLIC & STAKEHOLDERS		
Existing Conditions						0				0				0				0	0
4-Way Intersection						0				0				0				0	0
Modified Tee						0				0				0				0	0
Roundabout						0				0				0				0	0

5 Minute Pine Point Intersection Sticker Exercise

Time is Up!



Pine Point Area Transportation Master Planning

Coastal Resiliency Considerations

Sea Level Adaptation Working Group
Road Infrastructure Assessment



Sea Level Adaptation Working Group



Road Infrastructure Assessment

"Wouldst thou" - so the helmsman answered. "Learn the secret of the sea?
Only those who brave its dangers comprehend its mystery!"

Henry Wadsworth Longfellow



An aerial satellite view of a coastal area. A red location pin is placed on a road that runs parallel to a large body of water. The land is covered with green vegetation and some buildings. The water is dark blue. The title 'Pine Point Area Transportation Master Planning' is overlaid in white text at the top left.

Pine Point Area Transportation Master Planning

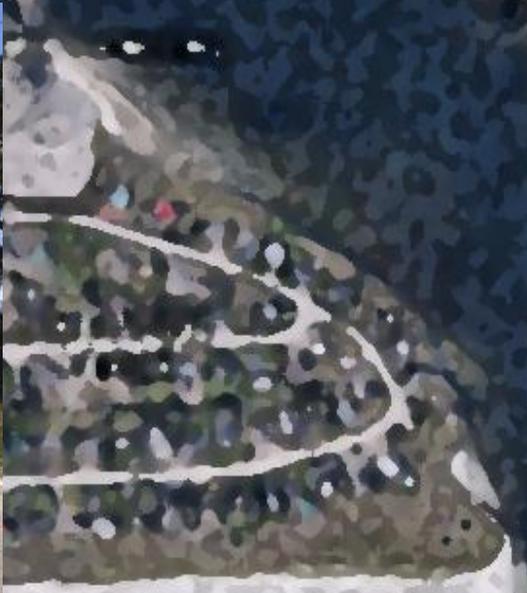
Master Planning Considerations

- Wayfinding/Signage to public landing & public parking?
- Sidewalks needed on Jones Creek Drive and/or King Street?

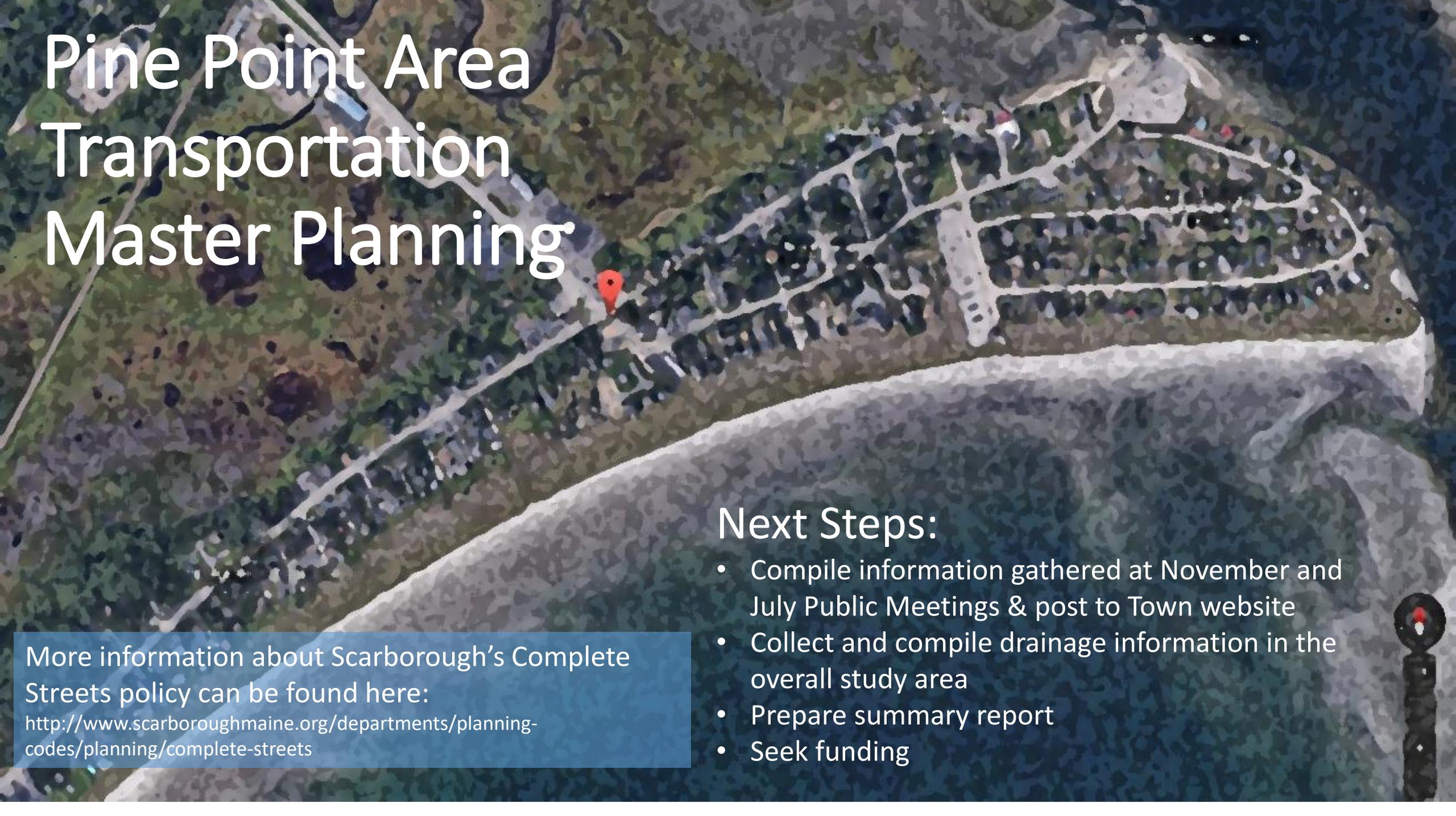
Wayfinding/Signage



Sidewalks?



Pine Point Area Transportation Master Planning

An aerial satellite view of a residential area. A red location pin is placed on a road. The area shows a mix of green trees and grey buildings. A road network is visible, with some roads highlighted in white. A large, light-colored area, possibly a field or a large building, is visible in the lower right quadrant.

More information about Scarborough's Complete Streets policy can be found here:

<http://www.scarboroughmaine.org/departments/planning-codes/planning/complete-streets>

Next Steps:

- Compile information gathered at November and July Public Meetings & post to Town website
- Collect and compile drainage information in the overall study area
- Prepare summary report
- Seek funding

An aerial satellite view of a residential neighborhood. A red location pin is placed on a road in the center-left of the image. The surrounding area includes houses, trees, and a large body of water in the foreground.

THANK YOU!

Contact: Angela Blanchette, PE | Town Engineer
ablanchette@ci.scarborough.me.us