

# 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



# 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:



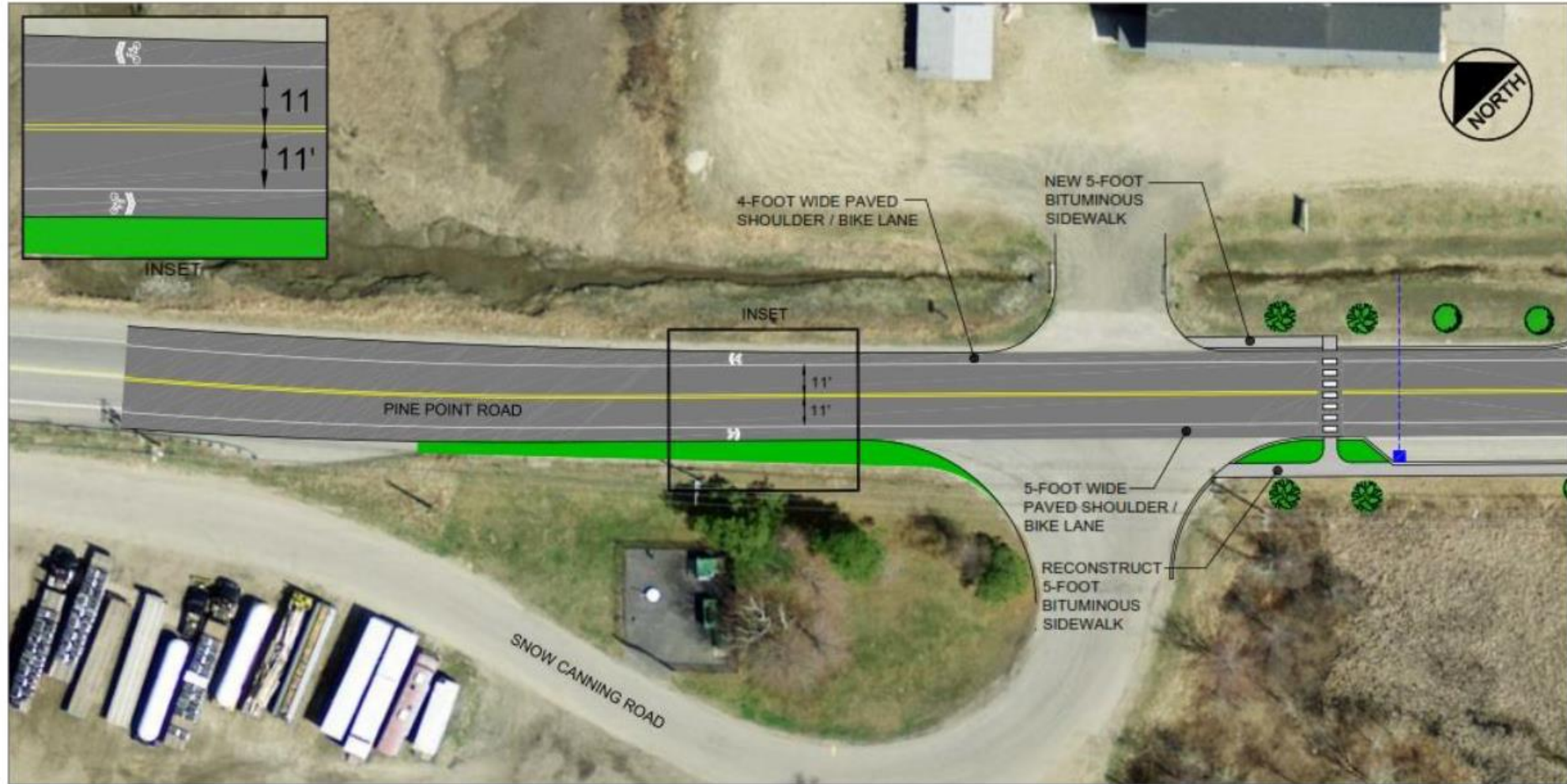
# Pine Point Road – Existing Conditions



# 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'

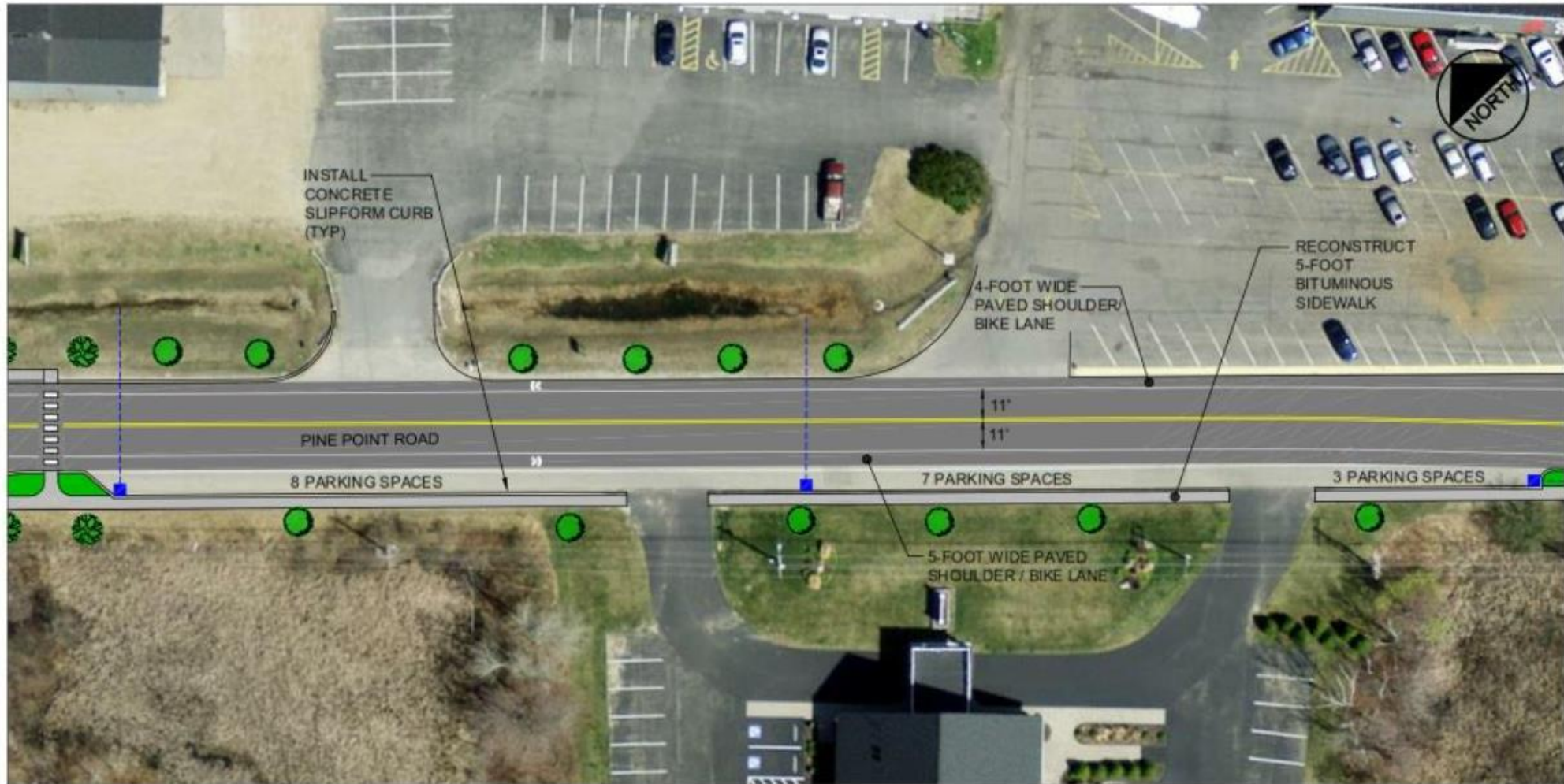
SHEET TITLE

LAYOUT - 1

FIGURE

1





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PROJECT NAME

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

SHEET TITLE

LAYOUT - 2

FIGURE

2





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PROJECT NAME

PINE POINT ROAD

LOCATION

CONCEPTUAL LAYOUT

DESIGNED BY: AJS  
DRAWN BY: AJS  
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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Scarborough, ME 04074

Date: July 2017

## EXISTING CONDITIONS EAST GRAND AVENUE IMPROVEMENTS



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Engineering | Planning | Landscape Architecture  
| Environmental Sciences





#### OPTION A FEATURES:

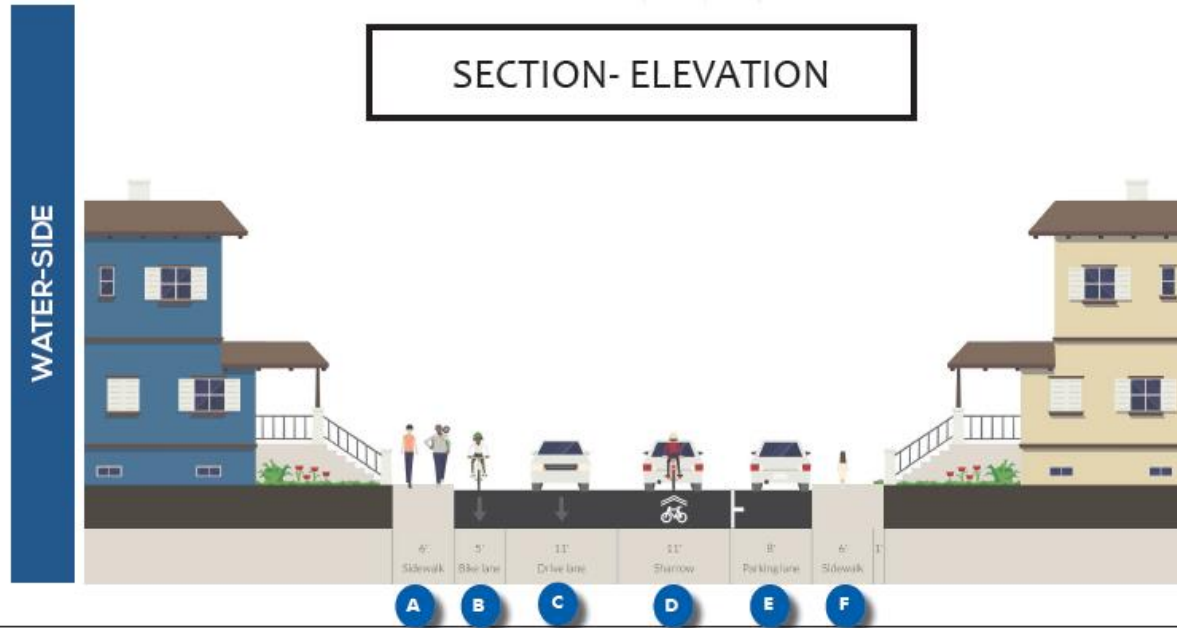
- Sidewalks on both sides
- On-street parking preserved on the land-side of the street
- Bikes share westbound lane with vehicles
- Dedicated bike lane heading east

#### 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



VOTE FOR  
OPTION A:



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## OPTION A

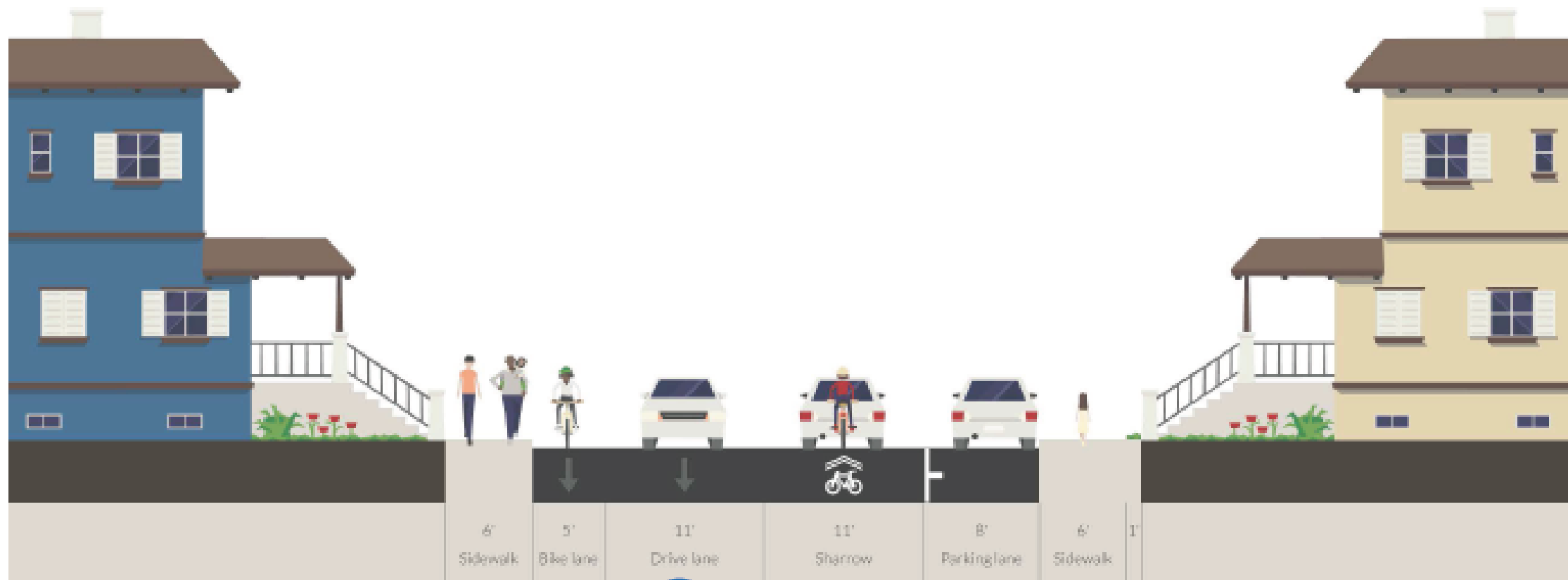
### EAST GRAND AVENUE IMPROVEMENTS



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| Environmental Sciences



# East Grand Avenue A







#### 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

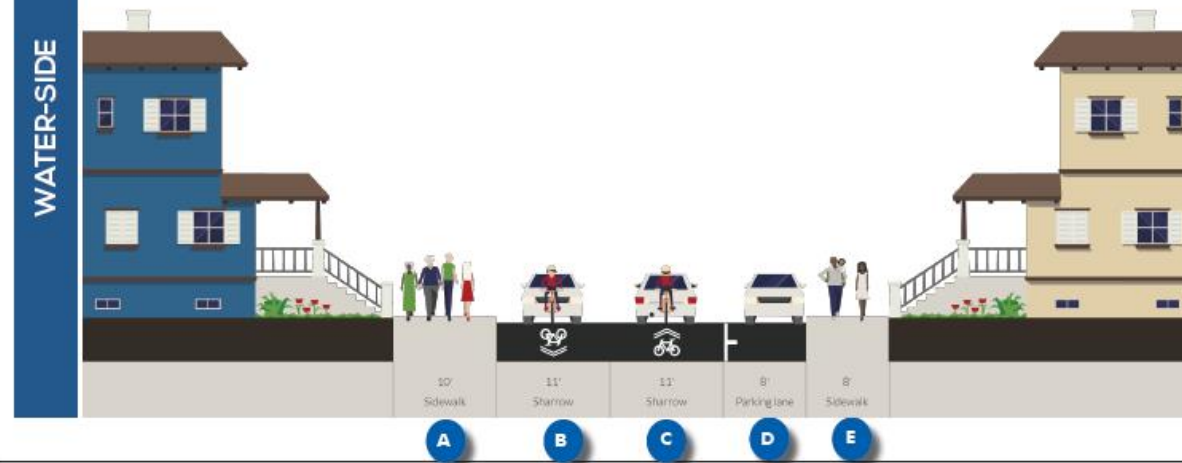
#### PROS

- 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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Scarborough, ME 04074

Date: July 2017

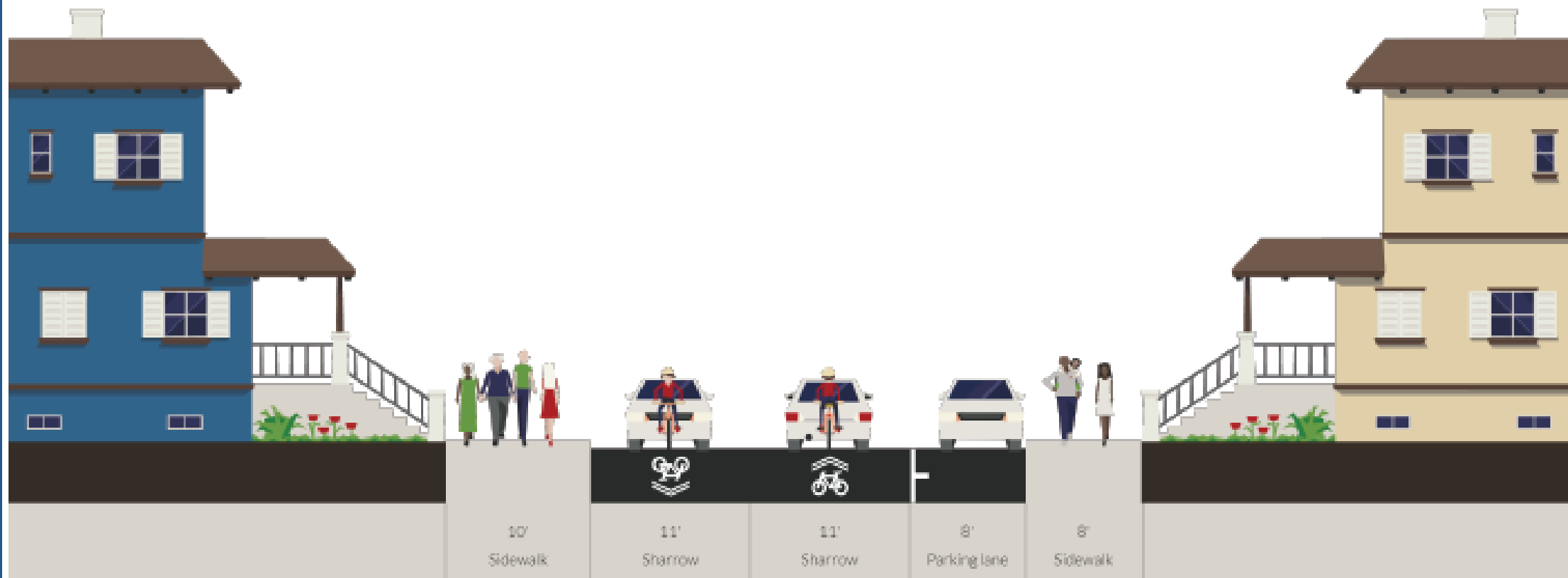
## OPTION B EAST GRAND AVENUE IMPROVEMENTS



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| Environmental Sciences



# 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

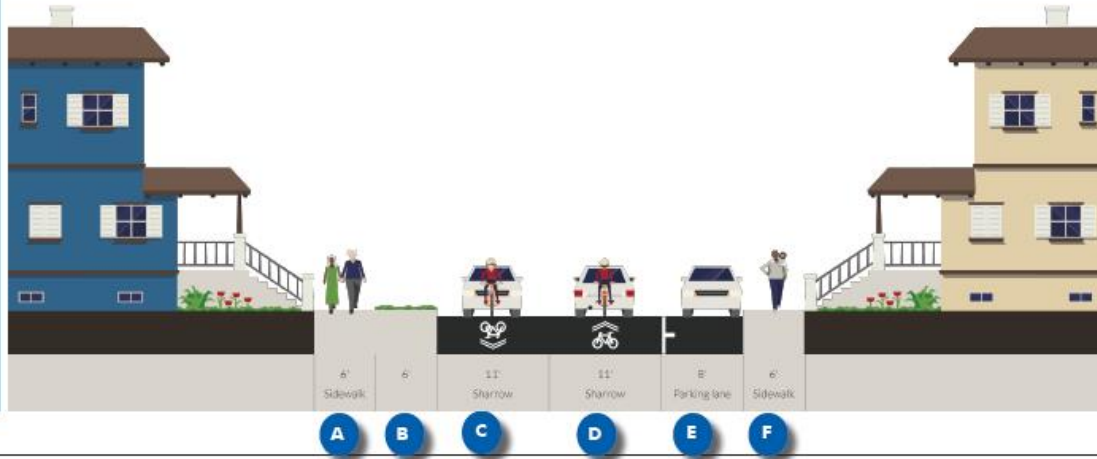
- Pedestrians can use both sides of the street
- Improved connectivity
- Esplanade for buffer, snow, trees, signage, mailboxes

#### CONS

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

## East Grand Avenue C

WATER-SIDE



VOTE FOR  
OPTION C:



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Scarborough, ME 04074

Date: July 2017

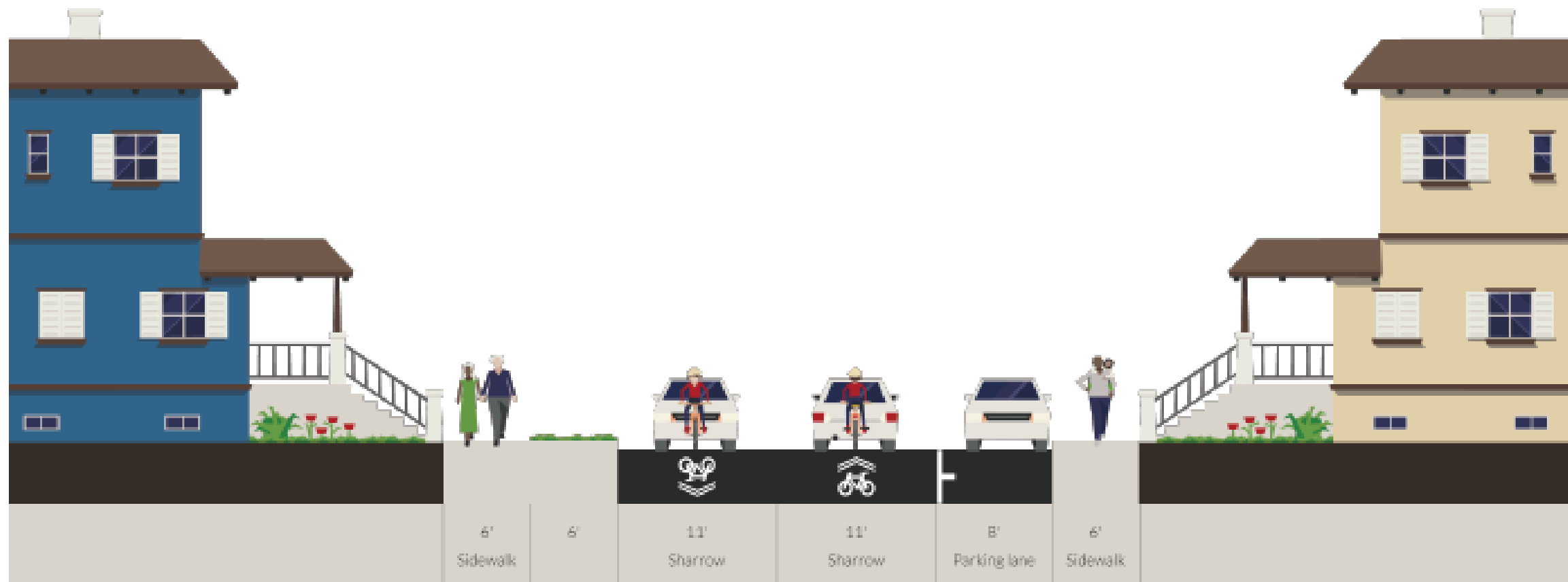
## OPTION C EAST GRAND AVENUE IMPROVEMENTS



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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

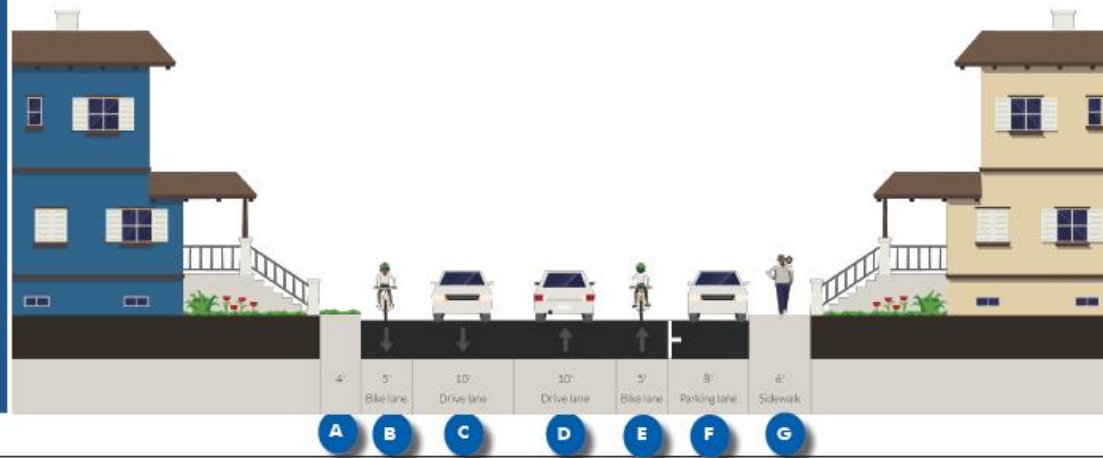
- Preserved on-street parking
- Improved on-street bicycle accommodations
- Room for signage and mailboxes

#### CONS

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

WATER-SIDE (South)

## East Grand Avenue D



VOTE FOR  
OPTION D:



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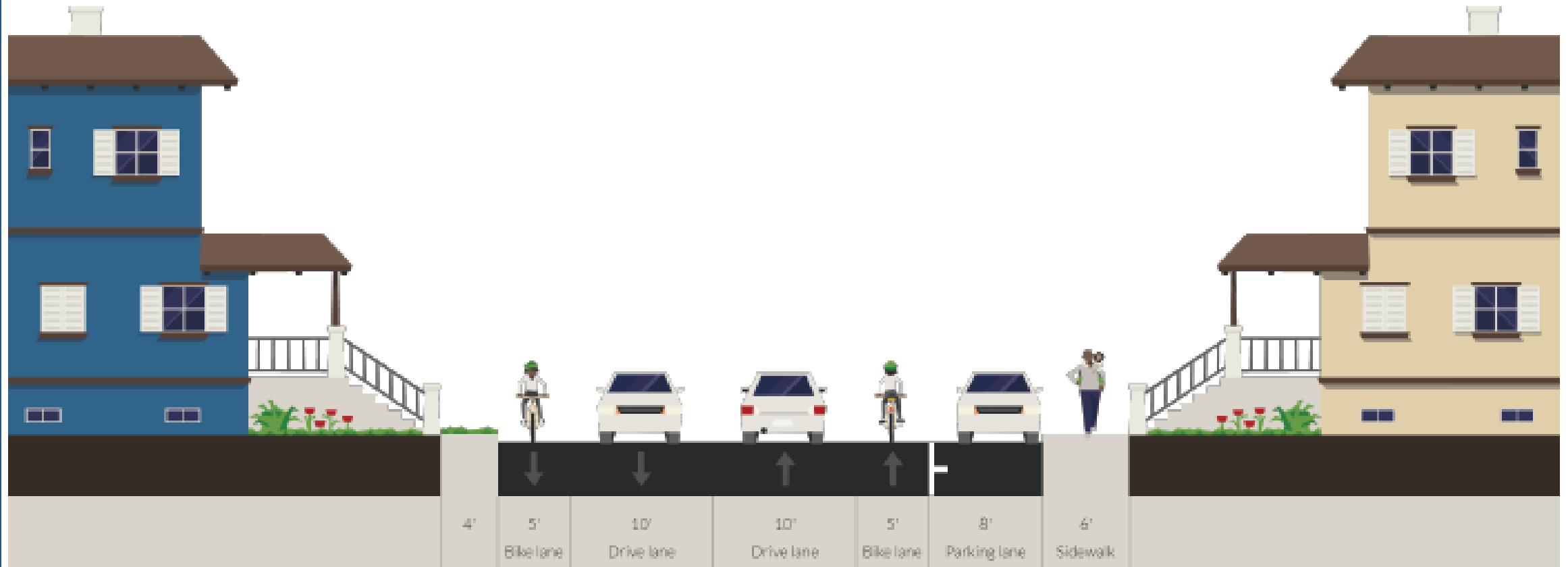
## OPTION D EAST GRAND AVENUE IMPROVEMENTS



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# East Grand Avenue D



# 5 Minute East Grand Avenue Sticker Exercise

**Time is Up!**





**Intersection**

Pine Point Rd

Jones Creek Dr

Pine Point

Claudia Way

Depot St

Oak St

Granite St

Bliss St

S. Java Ct

Pine St

Beach St

Sea Rose St

Bay St

9th St

14th St

Blaine Ave

Little River Rd

9

An aerial photograph of a residential area. A road, labeled "Pine point Rd" in a yellow, stylized font, runs diagonally from the top left towards the bottom right. It intersects with a horizontal road labeled "Pine F" in a white, stylized font. The area is filled with green trees and several houses with grey roofs. The entire image is framed by a thick yellow border.

## Pine Point

ones Creek Dr

Claudia Way  
Depot

Depot St

Oak St

Granite St.

Bliss St.

Dover S

Pine St

Beach St.

SeaRose St

Bay St

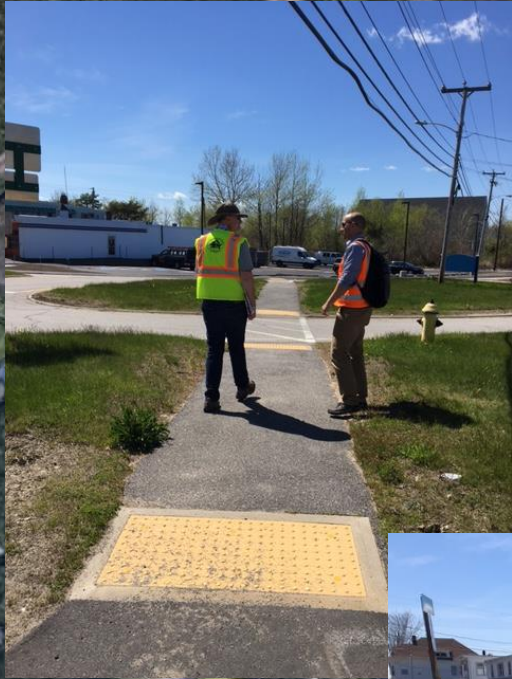
9th St

1-1th-St

Blaine Ave

Little River Rd





Little River Rd

Blaine

Creek Dr



## PLAN VIEW



- 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



Approach from Pine Point Road headed toward East Grand Avenue



Stop sign on Pine Point Road at East Grand Avenue intersection

VOTE FOR  
NO CHANGE:



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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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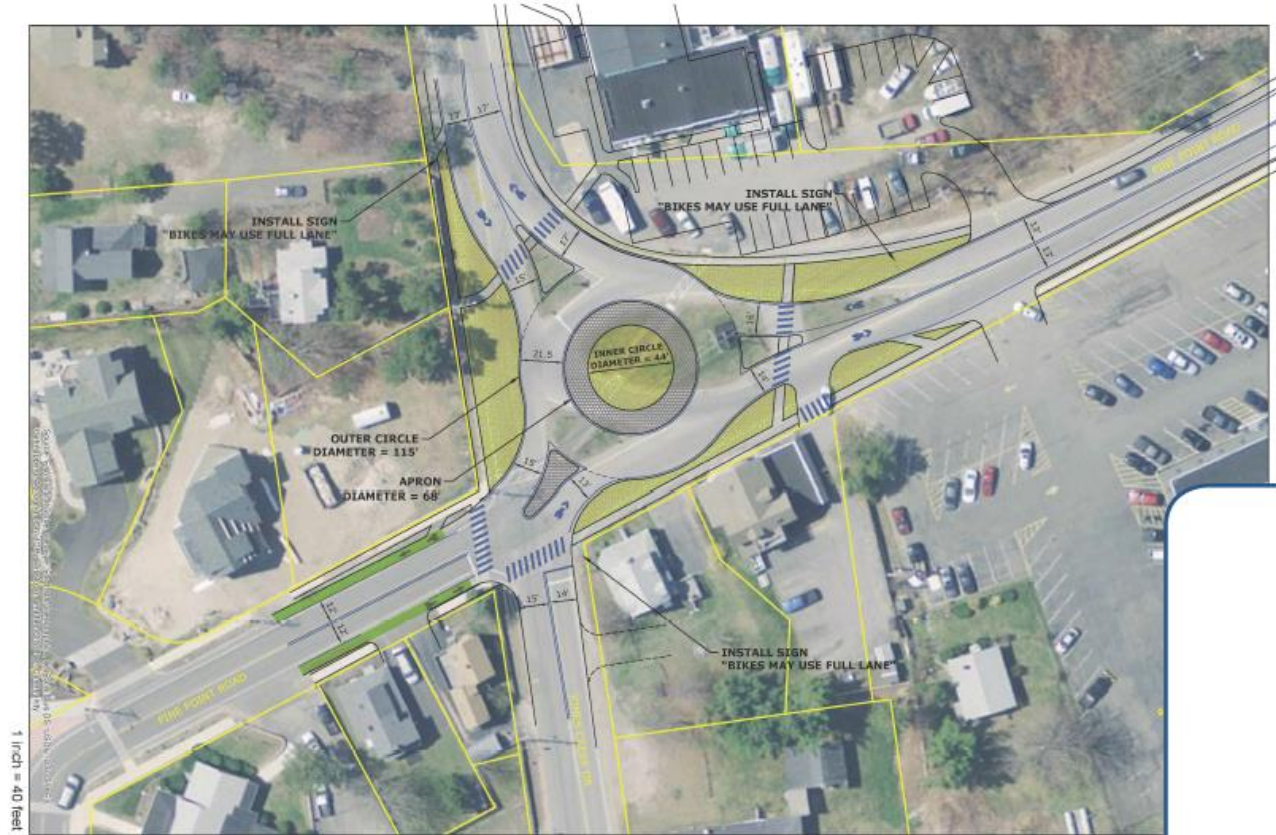
## INTERSECTION - OPTION A PINE POINT INTERSECTION CONCEPTS



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## PLAN VIEW



Roundabout

### OPTION B FEATURES:

- Roundabout style
- Bikes share lanes through intersection
- Configuration creates opportunities for gateway features and green space
- Traffic calming

#### PROS

- Lower speeds
- Reduces severe accidents
- Simplifies intersection
- Creates green and pedestrian space

#### CONS

- Pedestrians crossing against yield
- Most expensive option
- Does not stop traffic / vehicle movement
- Driveway disruption

VOTE FOR  
OPTION B:



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## INTERSECTION - OPTION B PINE POINT INTERSECTION CONCEPTS



WOODARD  
& CURRAN

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| Environmental Sciences

MILONE & MACBROOM

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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

	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	
OPTIONS	TRAFFIC OPERATIONS						PEDESTRIAN CONSIDERATIONS				CONTEXT SENSITIVE CONSIDERATIONS				LEVEL OF SUPPORT				SCORING
	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!**



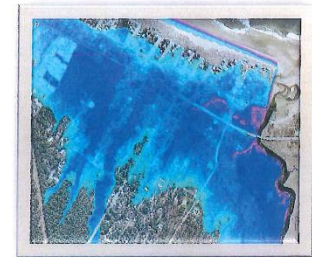


# Pine Point Area Transportation Master Planning

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 photograph of a coastal area. A red location pin is placed on a road that runs parallel to a body of water. The area is characterized by green vegetation, some buildings, and a network of roads. The title text is overlaid in the top left corner.

# 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 photograph of a coastal area. In the foreground, there is a sandy beach and the ocean. Behind the beach is a residential area with many houses and trees. A red location pin is placed on a road in the residential area. The title 'Pine Point Area Transportation Master Planning' is overlaid on the top left of the image.

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-style map of a coastal region. A red location pin is placed on a road or path that runs along the shoreline. The map shows a mix of green vegetation, grey roads, and a large body of water in the foreground. A compass rose is visible in the bottom right corner.

# THANK YOU!

Contact: Angela Blanchette, PE | Town Engineer  
[ablanchette@ci.scarborough.me.us](mailto:ablanchette@ci.scarborough.me.us)