

Scarborough Transportation Committee Meeting Minutes

Tuesday, February 25, 2025

1. Attendance: Jen Ladd (Chair), Councilor Jon Anderson, Roger Beeley, Steve Berg, Stanis Moody Roberts, Craig Robinson, Tuck Barclay, Portia Hirschman
 - Staff: Angela Blanchette (Town Engineer) and Autumn Speer (Planning Director)
2. Approval of Meeting Minutes October 22, 2024 and January 14, 2025
 - Motion to Approve: Steve Berg, seconded by Portia Hirschman
 - Motion passes unanimous
3. Recognition of Steve Berg's contribution to the Transportation Committee
 - The Committee recognized the dedication and support that Steve Berg has given the Town since 2012 as he has represented the Business Community on the Transportation Committee. Members provided through well wishes and appreciation for Steve and his contribution to the Town in the field of Traffic and Transportation related projects, policies, and initiatives.
4. Review Public Feedback associated with the Draft Townwide Transportation Assessment
 - Angela reviewed the following items needing Committee member input:
 - There are many comments about moving vehicles through quicker by widening intersections with slip lanes and turn lanes or additional widened corridors. These suggestions would all include buying/taking private property. How does the Committee want to address this at a high level? Should recommendations from this study look for future work to identify properties that the Town should look to purchase if they become available, or sooner if the project is prioritized? The committee voiced the need to identify locations (HCL) for potential improvements when properties become available or there are opportunities to partner with property owners.
 - This led to a conversation related to slowing traffic down and providing safe intersections for all modes of traffic. Adding these slip lanes would then negatively impact the safety of bike/peds.
 - There were comments related to bicycle improvement on Highland Ave towards the South Portland line. This section has wide shoulder and therefore we should perhaps highlight the connection of the Eastern Trail Close the Gap project as a better path for bike/ped

connection. The committee comments reflected that fact that the trail or recreational biking and the transportation or roadway biking provide two separate uses and are not interchangeable.

- Angela and Autumn reviewed the following proposed edits with the Committee:

Section 1: Introduction

- Reference will be added to the draft Vulnerability Assessment and Open Space Plans that will both be completed in 2025.
- The Vulnerability Assessment will rank roadways most at risk, which may provide opportunities to align with some of our mobility corridors that need improvements at the same time.
- The Open Space Plan references trails and areas for recreation that may also align with Section 2 of the Transportation Assessment.

Section 2: Bike/Ped/Mobility/Safety/Connectivity

- Overall bike/ped plans for neighborhoods to focus on safety and connectivity (Higgins Beach, Pleasant Hill, West Scarborough, Old Blue Point/Dunstan/Broadturn)
- Ocean Ave from Spurwink to Greenwood is too narrow for an advisory bike lane, plus would be confusing with a lane on one side of the road and not the other.
- Better explanation on why a Traffic Calming Toolbox or guidance document is needed.
- Add speed limit for section of Payne Rd that is residential (south of Haigis Parkway) in Table 2.2 at 35 mph to encourage thru traffic to utilize faster moving Haigis Parkway and Route 1.
- General comments about too much focus on bicyclists and not enough on pedestrians – No Edits proposed (2026 CIP request for Trails and Sidewalk Master Plan) (Complete Streets Toolbox)

Section 4: Vehicular Mobility

- Section included public comment related to additional parking desired at Higgins Beach. This was cut and pasted from the comments received from the Public Open House. Comments have been made that this should not be part of the notes in this section even though the study does not provide any recommendations related to parking.
- Further expand the cost scale to include “\$\$\$\$.” We would provide the following updates: \$\$\$ = \$100,000 - \$500,000 and \$\$\$\$ = >\$500,000.
- There are many comments related to slowing traffic down however there are also many on the capacity of our roadways and widening them which would promote higher speeds. As the Committee looks at corridors in town the first step would seem to be identifying those corridors that are meant to move the volume of vehicles and those that are meant for slower traffic that is safe for pedestrians and cyclists. Staff will add this to the Road Segments in the Speed Limit Table.
- Add New Section for Transit including:
- Develop Transit fund for large developments to contribute towards overall public transportation system.
- Consider senior community needs with On-demand Shuttles
- Micro-Transit like Falmouth
- Need parking at or near bus stops

Section 7: Project Priority Table

- Remove Numbers - There is confusion with Project Priority Tables being numbered. This was intended to just provide a total number of projects not to prioritize the projects themselves. As we have discussed many transportation projects develop as opportunities come forward that provide a cost savings or other beneficial element such as: other projects in the area, DOT partnerships, other regional and state agency partnerships, or development offsite improvements.
- Add Recommendation for Additional Studies and Review including:
 - Summary of others mentioned throughout the document
 - Trails and Sidewalk Master Plan
 - Review Opportunity for Regional EV Charging initiative
 - Address Gorham Connector/North Scarborough Traffic (Council Goal wording)

General Clean up Edits

- References to the gas station on the corner of Broadturn and RT1- it is a Mobil station not a Mobile station.
- Similarly, there is a reference to Shaw's (supermarket) on page Appendix A-Page 19-there could be others. I am sure it was a Shaw's when this was first started but not anymore.
- Page 14 of Appendix A and mentions the city and we are a Town not a city.
- On the same page there is mention of a recent project being Mill and Fill-this is very unclear, what it is and whether it has been done even though it was slated for 2020

FYI – No Action

- Waiting for comments from MDOT
- Broadturn at Burnham safety concerns are being addressed by MDOT and additional signage and pavement markings will be installed this year.
- Mussey @ Payne intersection has had overwhelming support of a traffic signal however there are a few comments against this from the public. The proposed traffic signal is a result of analysis and study by DOT that was deemed necessary for a Developer to implement as part of their Traffic Movement Permit. Alternatives were considered by DOT and they have found the proposed signal to be the safety for our residents and visitors.
- There were many comments related to driver behavior and enforcement this is not part of this study.
- There were many comments related to stopping/slowng develop in town in order to not exasperate our traffic issues. This study does not address the larger policy discussion related to growth, however does focus in on the corridors where growth is anticipated.
- Speed limits are set by the Maine Department of Transportation based on formulas and specific data collected to provide consistency and a known methodology to setting of speed limits.
- There are comments related to the recently adaptive Traffic Signals on Route 1 (Payne Rd system to be online this year), related to the ease of traveling the corridor but complaints on the delay from the side streets. This is the way that the most volume of vehicles are moved through town, which was one of the issues that needed to be prioritized from the Town Survey; "Ease of Getting Around Town." It is expected that motorist may find other paths to align with the synchronized corridors. Public works will continue to finetune the parameters so that there are not excessive delays, however additional education will need to go out around delays on side streets being part of this solution to congestion.

- Section 3, Safety focuses on locations where there is data demonstrating that there are a high number a crashes and safety improvements are necessary. It does not necessarily include locations where there is a perceived safety concern.
- Public Comments
 - We received public comments from a member of the Library Board asking for a bus stop at the Library. The closest bus stop is in front of Pat's Pizza.
 - Another member of the public who is on the Age Friendly Committee voiced concerns with the intersection of Eastern Road and Black Point Rd, and the difficulty turning left. She also commented that the Hub is not marked well and it is easy for motorists to miss the entrance.
 - Next Meeting will be a presentation by Greater Portland METRO to discuss their pilot project, METRO Connect, On-Demand transit service. The Scarborough Age-Friendly Committee will be invited to join us.
- Adjourn (8:10 PM)