

Scarborough Transportation Committee

Meeting Minutes

Tuesday, August 26, 2025

1. Meeting was called to Order & Attendance was taken

Attendees: Craig Robinson (acting chair), Roger Beeley, Stanis Moody-Roberts, Jon Anderson (Council Liaison), Portia Hirschman, Tuck Barclay,

Staff: Angela Blanchette, Town Engineer and Autumn Speer, Planning Director

2. Approval of Meeting Minutes June 24, 2025

Motioned for approval by: Portia Hirschman

Seconded by: Tuck Barclay

Vote: 6-0 approved

3. East Grand Ave Public Meeting Discussion/Recap

Many members of the committee attended the public meeting. Staff finds that we have better attendance when we go to the neighborhood to get feedback rather than residents coming to Town Hall. Jon mentioned that they are doing Cake with Councilors, to similarly hear residents concerns in their own neighborhood.

Jon noted that sight distances at the side streets were a concern from the residents. Also, many raised concerns with seeing around parked vehicles as residents try to pull out of their driveways. The design for East Grand Avenue will incorporate a 5-foot separation between the parking stalls and driveways. Jon mentioned utilizing Jones Creek repaving and restriping to act as a demonstration project may be helpful ahead of the East Grand Ave project to see how this strategy will work.

Drainage was also a discussion at the meeting. While the Town will be replacing drain lines and infrastructure, the ability to eliminate flooding concern from sea level rise and storm surge events are not able to be addressed through this design.

As we heard from residents, traffic calming and safety is a primary concern and therefore this has become the focus of the East Grand Avenue design. Tangentially, staff is working the GPCOG to develop a guidance manual for Complete Streets and Traffic Calming implementation throughout town. Public meeting is scheduled for October.

The 60% design and cost estimate will be completed by the consultants in January 2026. This will be followed by a continuation of the public process. This will include an online forum to receive comments from the seasonal neighborhood during the winter months.

From the meeting residents were able to vote for the most utilized crosswalks or where any additional crosswalks may be warranted. From that exercise it appears that an additional crosswalk is likely within the corridor, possibly at Dover St or Pine St.

4. Review of Vulnerability Assessment Identified Roadways at Risk

Town Council held a workshop to review the Vulnerability Assessment. This study was completed in order for the town to assessment what public infrastructure will need to be prioritized due to sea level rise and storm surge events along the coastline. Over 100 public roads were identified as at-risk to coastal flooding, 38 at-risk for present-day water levels and 62 at-risk by 2025. A risk-based prioritization process was used to rank the roads in order of prioritization, based on flood exposure and consequences. Consequences included: area impacted, impact to public safety, damage potential, environmental impact, and economic impacts. Top 30 ranked roads based on weighted risk score (in alphabetical order):

Avenue 1	East Grand Ave	Pine Point Rd
Avenue 2	Ferry Rd	Route 1
Avenue 5	Jones Creek Dr	Route 9
Avenue 6	Kent St	Sawyer St
Avenue 7	King St	Shipwreck Rd
Bayview Ave	Milliken Rd	Snow Canning Rd
Black Point Rd	Morning St	Spurwink Rd
Champion St	Ocean Ave	Vesper St
Clay Pits Rd	Old Neck Rd	Winnocks Neck Rd
Driftwood Ln	Payne Rd	Winnocks Neck to Plummer Island

Vulnerability Assessment looked at 10 different scenarios. Four of them we are currently seeing today during astronomical high tides and storm events. The Committee discussed short-term evacuation routes and planning, and long-term demonstration projects in vulnerable areas. One of the outcomes of the assessment is the development of a Homeowners Guide to Coastal Resiliency, which is specific to Scarborough's ordinances. Other strategies included managed retreat.

Additional public meeting at Higgins Beach on September 4th, at Pine Point on September 9th, and back at Council in October with the final Vulnerability Assessment in hopes of Council adoption.

Next steps would be to look at overlapping efficiencies between plans, studies, and assessments to propose projects for Council to consider during the budget process, that could achieve multiple goals.

5. Project Updates

a. Scottow Hill Road

Culvert failure caused the closure of the roadway. Due to environmental regulations no work can be done between April and November. Staff is utilizing the time to look at multiple options. Army Corps would not allow for the same size culverts to be reinstalled in this tidal crossing therefore we are developing cost estimates for the upgrade of the culver. In addition, Army Corps of Engineers has encouraged the Town to look at restoration of this area through the MNRC grant process, which could fund the removal and restoration of the marsh in the area of Scottow Hill Rd crossing. The funds for this grant come from developers in the region paying an in-lieu fee when they fill wetlands. The final option would be to work with abutting land owner to build a new road, outside of the floodplain/vulnerable area, as outlined in the Vulnerability study to divert traffic to. This could be incorporated with the removal and restoration scenario.

b. Payne Rd @ Mussey Rd Signal

A new traffic signal will be installed as part of the Downs TMP. They will be starting on September 8th. They will also be working on Gorham Rd near Payne Rd intersection. Roadway is anticipated to be completed this year, and the signal equipment will be installed next year.

c. Mitchell Hill Road Bridge Replacement

Maine DOT will be closing Mitchell Hill Rd at the Gorham line for 45 days with detours.

d. Reimagine Route 1

Reimagine Route 1 is a regional effort that is looking at Route holistically and identifying projects through the region. Jen Ladd is the project engineer for the project. There will be a southern regional public meeting in September.

e. Safe Street 4 All

We provided comments back to the consultant and are waiting for final plans. The net demonstration project will be taking place next year near Little Dolphin for pedestrian crossing of Route 1.

f. Eastern Trail Close the Gap

In October tree clearing will continue. Shaw Bros is ahead of schedule. Next steps will be associated with bridge work.

g. Metro Connect

Staff has been in discussion related to the agreements that need to be in place with the town, MDOT, and Metro. The project is still on track for implementation next year. MTA by law has to contribute 5% of their revenue to DOT projects. Stanis noted that MTA Board will be voting in the near future on a proposal which includes: \$1.6 million to fixed route and \$1.7 million to micro transit.

h. North Scarborough paving and improvements

DOT was doing a light capital paving project in the area at the same time the Town was doing a signal upgrade project. Work has been completed by DOT, however the traffic signal adaptive system has not been completely implemented. That work is anticipated in the next month.

Is there a way to pull information from the adaptive signals to determine the delays on the side streets are? Staff will check with Public Works to determine if that is possible.

6. No Public Comment was provided.