

Scarborough Transportation Committee

Tuesday, December 9, 2025

Meeting Minutes

1. Call to Order & Attendance

- Attendees: Jen Ladd (Chair), Craig Robinson, Stanis Moody-Roberts, Roger Beeley, Tuck Barclay
- Staff in Attendance: Angela Blanchette, PE (Town Engineer)

2. Approval of Meeting Minutes August 26, 2025

- Motion by: Craig Robinson
- Seconded by: Roger Beeley
- Approved 5-0 vote

3. Complete Streets & Traffic Calming Guidance Manual

Angela provided an overview of the current CIP to develop a guidance manual for Complete Streets and Traffic Calming standards. We are working with a consultant, Nelson-Nygard and the project is being partially funded by GPCOG, with matching local funds allocated by Council in the FY26 budget. This document is intended to provide high-level guidance for complete streets and traffic calming measures throughout the Town of Scarborough.

A public meeting was held on October 23, 2025 to review the scope of the project and solicit feedback and public comment. The meeting documents as well as a summary of the meeting are provided on the project webpage: <https://www.scarboroughmaine.org/stay-connected/municipal-projects/complete-streets-manual>

This project webpage provided committee members and residents with the manual's progress and documents and can also be found through the town website under "What's Happening" the page also includes an interactive street types map which is powered through the Town's GIS system. This interactive map allows users to enter an address and see the classification of their road. We are asking for feedback to address any errors in the roadway classifications, as it will impact what strategies, methods, and practices are available for consideration with future projects on these streets.

The manual aims to classify streets into different types (e.g., neighborhood collector) to provide umbrella guidance for projects rather than focusing on specific roads.

Committee members are encouraged to review the online map and provide feedback on the classifications and definitions.

Concerns were raised about Running Hill Road being listed as a major corridor while Gorham Road is listed as a rural connector. The committee members felt that these were similar roadways. Angela will request this change; however, the committee members and the public should continue to review and provide comments on any other discrepancies.

The committee had a general discussion about the historical difficulty of creating new road connections and bypasses due to existing homes and environmental factors. The committee discussed encouraging developers to connect new developments to existing streets rather than creating dead-end roads.

The Town is required to implement a new Low Impact Development (LID) Ordinance in 2026, which has potential to address some of this concern. This is a requirement of the Town's MS4 stormwater permit through the EPA with delegated review through Maine DEP. The development of this LID Ordinance will include discussions around shortening the maximum length of dead-end roads to 1,000 feet, incentivizing through-connections.

The consultants provided a first pass at a Traffic Calming Toolbox. The committee is seeking more "out-of-the-box" options suitable for rural connectors, as most tools are geared towards urban settings. Staff has requested that the consultants review the work done in Vermont regarding their traffic calming guidance manual for rural roadways.

A feedback button on the webpage allows for anonymous comments, which are compiled into a spreadsheet for review.

4. Reimagine Route 1 Scarborough Projects Review

This GPCOG Regional effort is being led by a consultant team from Toole Engineering. Jennifer Ladd is the Project Manager. The project covers the entire Route 1 corridor through the GPCOG region, from Biddeford to Freeport.

- Initial public engagements were held in various towns, including Scarborough, Yarmouth, Saco, and Cumberland through the Fall of 2025.
- In-depth GIS analysis was conducted on the corridor, assessing needs in categories such as environment, crash data, right-of-way width, and land uses.
- Approximately 70 projects were suggested to address identified needs, and a scoring mechanism was applied to each.
- The top 20 high-scoring projects were selected, ensuring distribution across communities.
- Communities, including Scarborough, were consulted to verify priorities and identify any overlaps with DOT projects or new developments.

Scarborough's Priority Projects:

- (SC6) Route One from Haigis Parkway to Gorham Road/Blackpoint Road.
- (SC13/SP1) Route One from Pleasant Hill Road intersection to the South Portland connector.
- (SC10) Scarborough Connector Interchange:
 - Internally, town staff emphasized the importance of the Scarborough Connector interchange upgrade.
 - The goal is to change the context of the interchange from a high-speed highway exit to a signalized intersection, similar to South Portland's interchange, to improve safety for pedestrians and cyclists.
 - The design would need to accommodate large trucks and oversized loads.
 - This upgrade could also free up state-owned land for potential development.
 - The committee discussed combining SC10 with SC13 to strengthen the argument for its prioritization, given the impact of highway-bound traffic on Route 1 north of Pleasant Hill Road.
- (SC 5) Dunstan Avenue to Payne Road (Dunstan Corner and (SC9) Route 1 at Hannaford Drive both showed gaps in sidewalk and pedestrian safety concerns. Concerns were raised that further studies on pedestrian infrastructure (SC5, SC9) might not move the needle as the constraints (wetlands, etc.) are already known. The focus should be on implementation rather than re-studying existing issues.

Conceptual Design Advancement: The top three chosen projects will be advanced to a conceptual design level, which will be helpful for informing feasibility studies, funding applications, and further design, though no traffic analysis is included at this stage.

5. East Grand Avenue Design update

Angela review a shift in the overall design regarding the bike lanes with the committee. At the last public meeting at Pine Point the consultant reviewed the use of bi-directional bike lanes on the beach side of the corridor. Due to complications surrounding operations, drainage, and safety concerns voiced by the Bike Coalition of Maine, the design has pivoted back to the original concept of traditional bike lanes on either side of the travel ways.

The concerns that arose with the bi-directional bike lanes were the following:

- Safety of cyclists require barriers that impact drainage, and winter plowing operations;
- Safety concerns with traveling against vehicular traffic;
- Safety concerns with limited protections even with barriers;
- Current sight-distance constraints on driveways and side streets along the southbound side of the corridor will lead to encroachment of vehicles sitting in bi-directional bike lanes waiting to turn; and
- Safety concerns with the transition points on either end of the corridor.

The Pine Point Association has been notified of this change and the Town will be providing the design to the public in January as well as presenting the design in a virtual meeting in February, in hopes of receiving feedback from the season residents in this neighborhood.

6. Committee Review and Priorities

2025 Highlights

- Completion of the Townwide Transportation Assessment
- Council Vision Zero Resolution

On-going Work of the committee into 2026

- Metro Connect
- Complete Streets & Traffic Calming Guidance Manual
- East Grand Avenue Complete Streets Design
- Reimagine Route 1
- Safe Streets 4 All (multiple projects under GPCOG grant)

2026 Priorities

- Implementation of the Townwide Transportation Assessment to help inform the Town's 10-year CIP plan;
- Completion of East Grand Avenue Complete Streets Public process and Design
- Completion of the Complete Streets & Traffic Calming Guidance Manual
- Trails Master Plan
- Active participant in the Maine DOT's work associated with Portland West

7. Project Updates

Scottow Hill Road

- No funding is currently available in this year's operation budget to perform a culvert replacement project.
- Work must occur between the months of November and April each year due to tidal waters regulations
- Staff is investigating multiple options that will help Town Council weigh cost, environmental impacts, traffic capacity, and convenience when making their final decision.
- Potential options are:
 - 1) Replace culvert with minimum regulatory requirements under Army Corps of Engineers standards,
 - 2) Replace culvert crossing with resilient designed culvert to withstand future flooding scenarios as Route 1 project advances through DOT opening up that restriction downstream as well as potential work on the enhancement of the Payne Road culvert just upstream of Scottow Hill Road. This replacement scenario is recommended over the minimum (short-term) replacement scenario in our Town's recently completed Vulnerability Assessment.
 - 3) Removal of culverts and restoration of Beaver Brook through grant funds.
 - 4) Combine the removal of the culvert/road funded through the State grant with the construction of a new road outside of the stream crossing.

Eastern Trail Close the Gap

- Project is on schedule. First phase of the trail, from Wainwright Fields to Pleasant Hill Rd is scheduled for opening in October 2026.
- Nonesuch rive Bridge will be set in place this week.
- Bridge over the railroad tracks, near Pleasant Hill Rd is scheduled for Spring 2026.
- Remaining portion of the trail is scheduled to be open in October 2027.

Metro Connect

- Metro is in the data gathering and collection phase of the project to determine the service areas and fixed route line.
- Metro will present to the Transportation Committee in January where they are in the process and receive feedback.
- In the spring of 2026 Metro will present the final routes and micro transit service areas to Town Council. The Council will then vote on any necessary agreements to be able to move forward with the project.

8. Public Comment

None Received

9. Adjourn (8:31 PM)