

East Grand Avenue Complete Streets Project

Public Meeting
Tuesday, February 10, 2026

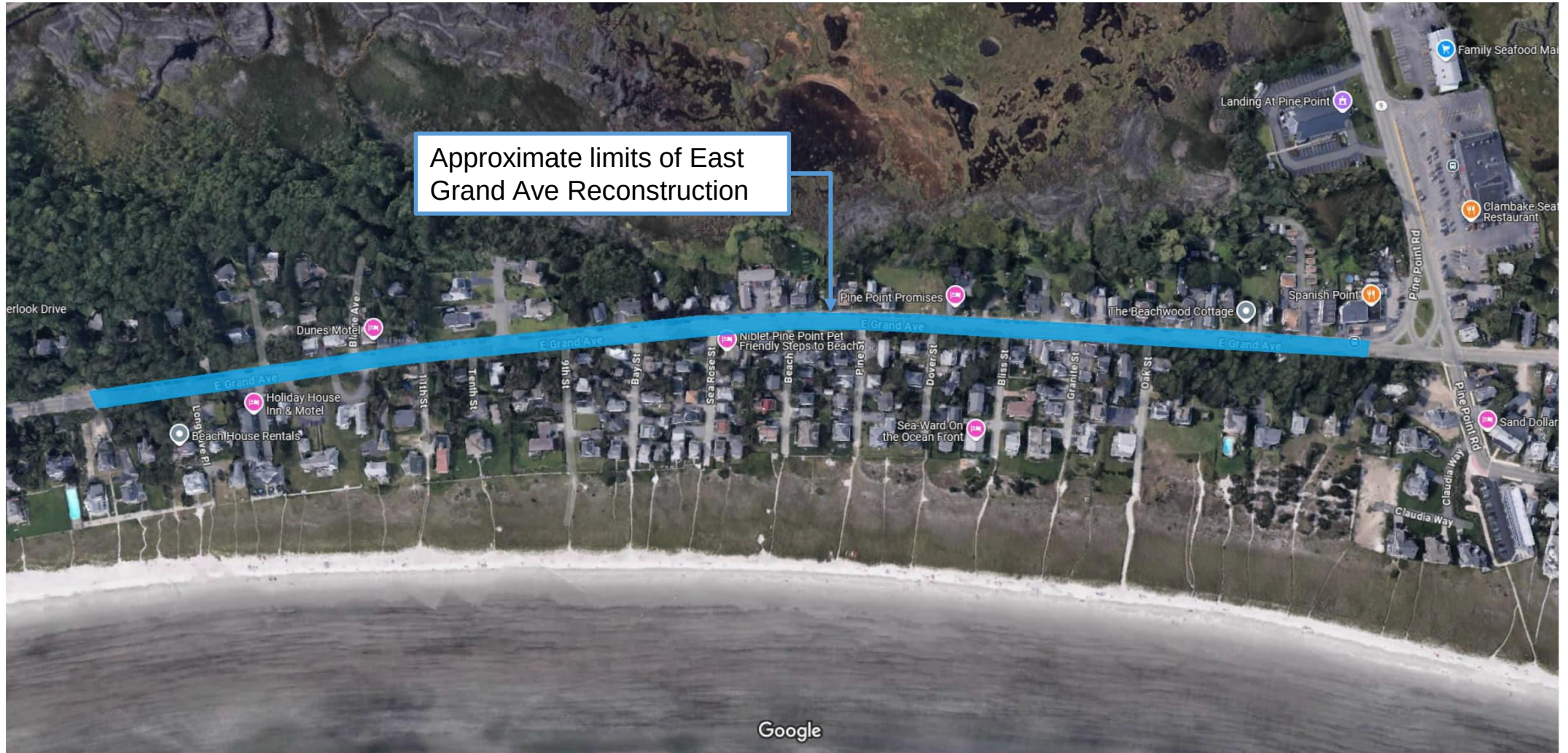


Barton
& **Loguidice**



Project Scope

Google Maps



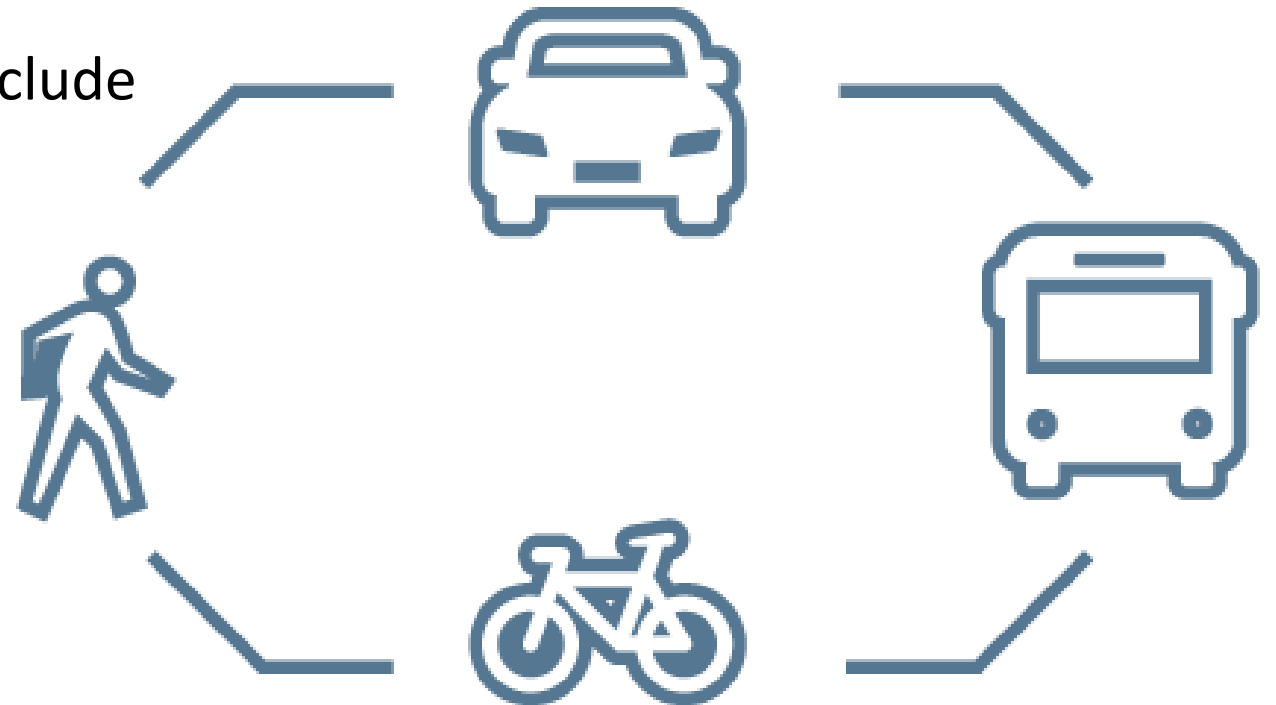
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Project Purpose

The purpose of the East Grand Ave Complete Streets Project is to provide multimodal facilities meeting the needs of the community and all roadway users (i.e. pedestrians, cyclists, motorists, transit, etc).

Additionally, the project will include drainage improvements.



Prior Public Engagement Overview

- Public meetings were held presenting four proposed cross sections for the corridor. The public voted on the options
- The most popular cross section was “Option D” (with some comments/edits)
- The public and the Town collaborated to create another option, “Option E” (bi-directional bike lanes)
- Due to complications surrounding operations, drainage, and safety concerns voiced by Bike Coalition of Maine for Option E, the design has pivoted back to the original cross-section, Option D



East Grand Ave E

Bi-Directional Bike Lane



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Bi-Directional Bike Lane Concerns

- 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 southbound side of roadway, leads to encroachment of vehicles sitting in bi-directional lanes
- Safety concerns with the transition points on either end of the bi-directional lanes



East Grand Ave D

Meeting attendees commented that they wanted buffer space to protect cyclists from “dooring,”



4'



5'



10'

Drive lane



10'

Drive lane



5'



8'

Parking lane



6'

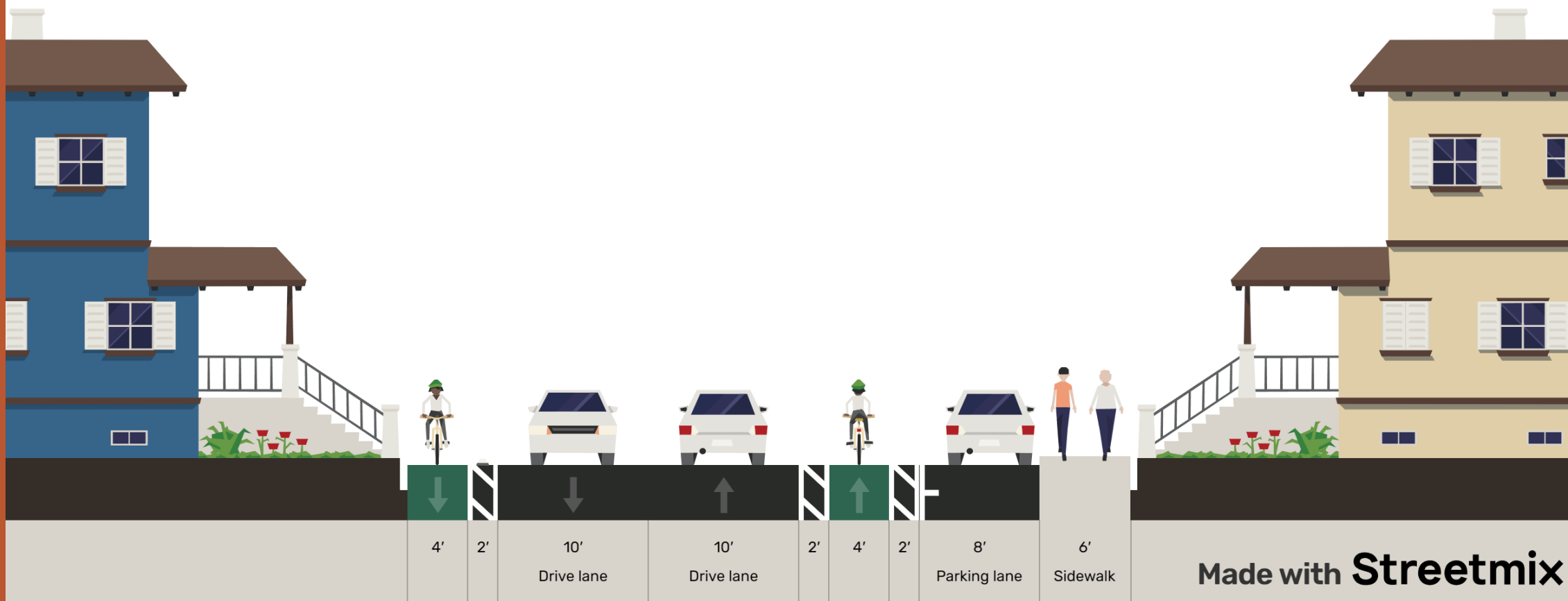
Sidewalk



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East Grand Ave D+



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Breakdown of Plan Sheets

Google Maps

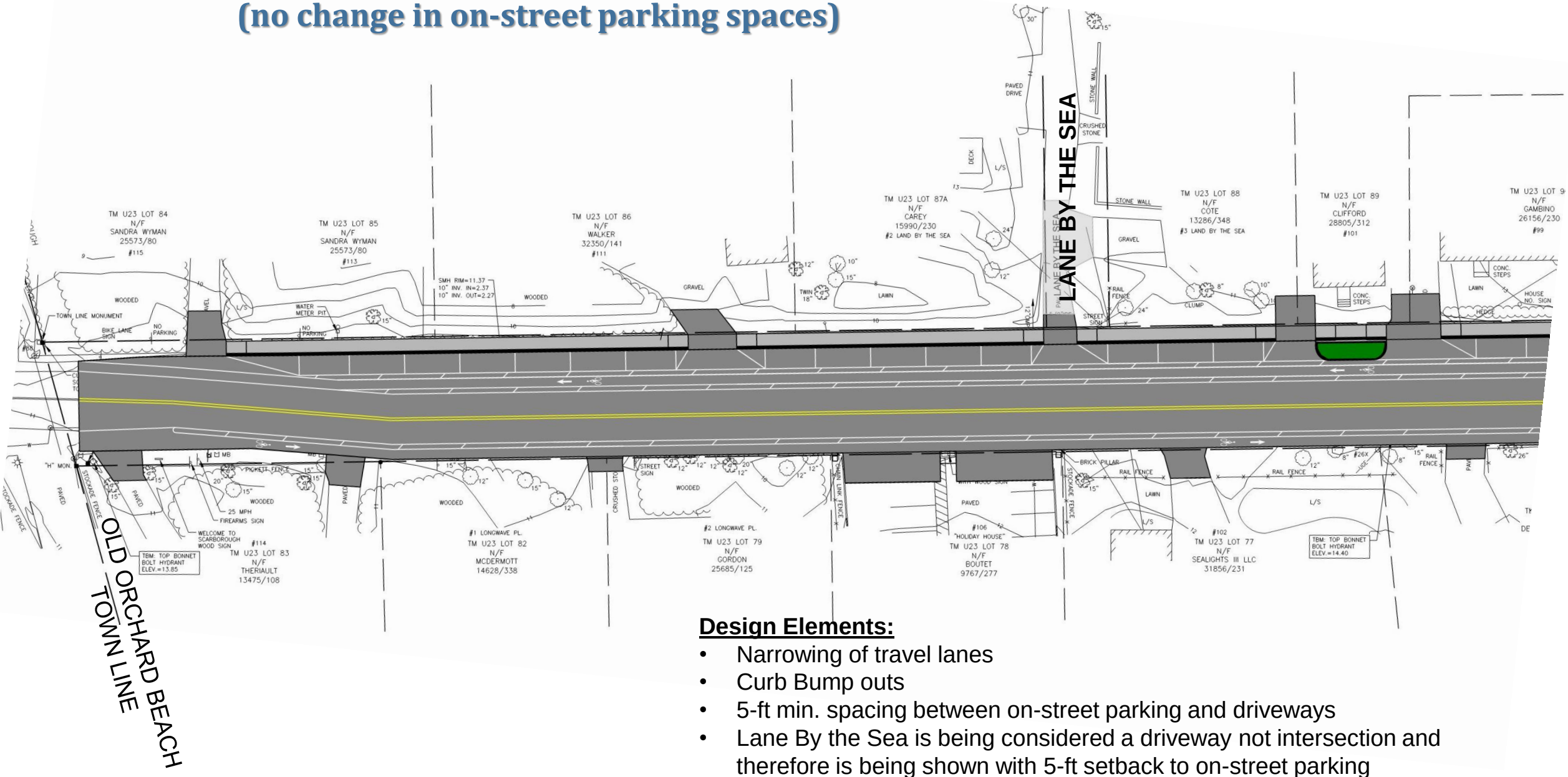


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#1 – 00B TL to Blaine Ave

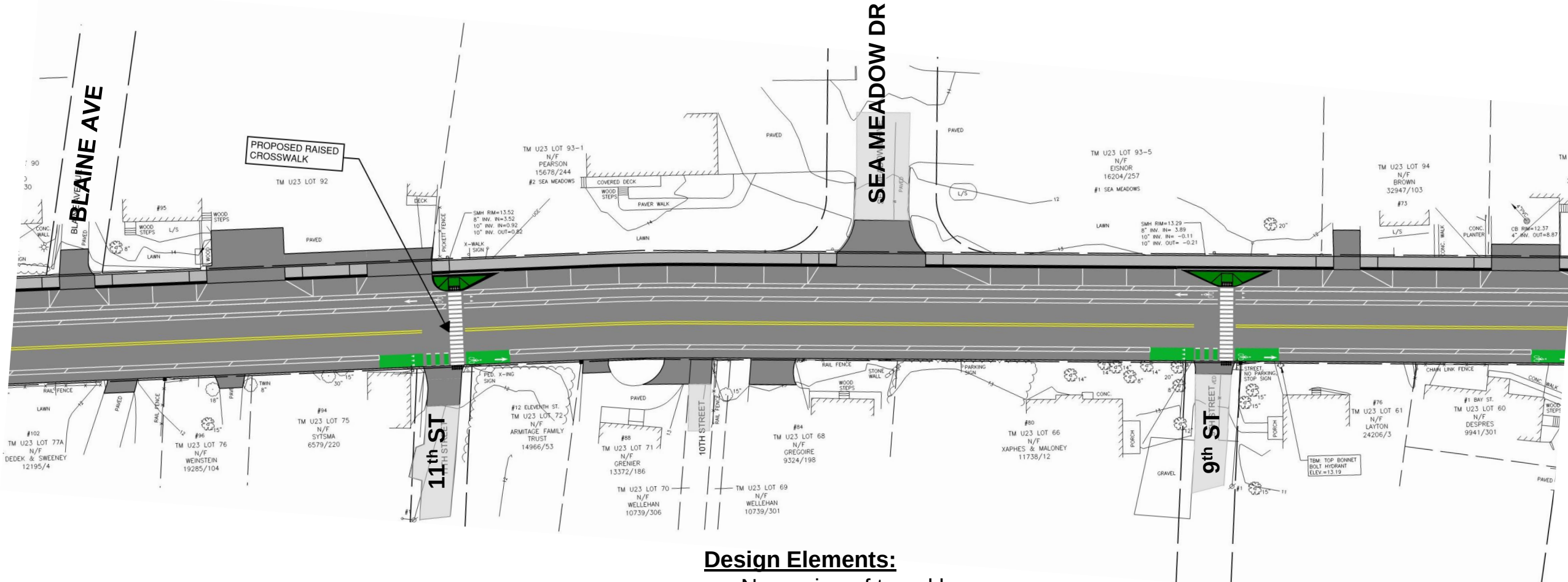
(no change in on-street parking spaces)



Design Elements:

- Narrowing of travel lanes
- Curb Bump outs
- 5-ft min. spacing between on-street parking and driveways
- Lane By the Sea is being considered a driveway not intersection and therefore is being shown with 5-ft setback to on-street parking

#2 – Blaine Ave to Bay St (Loss of 3 on-street parking spaces)

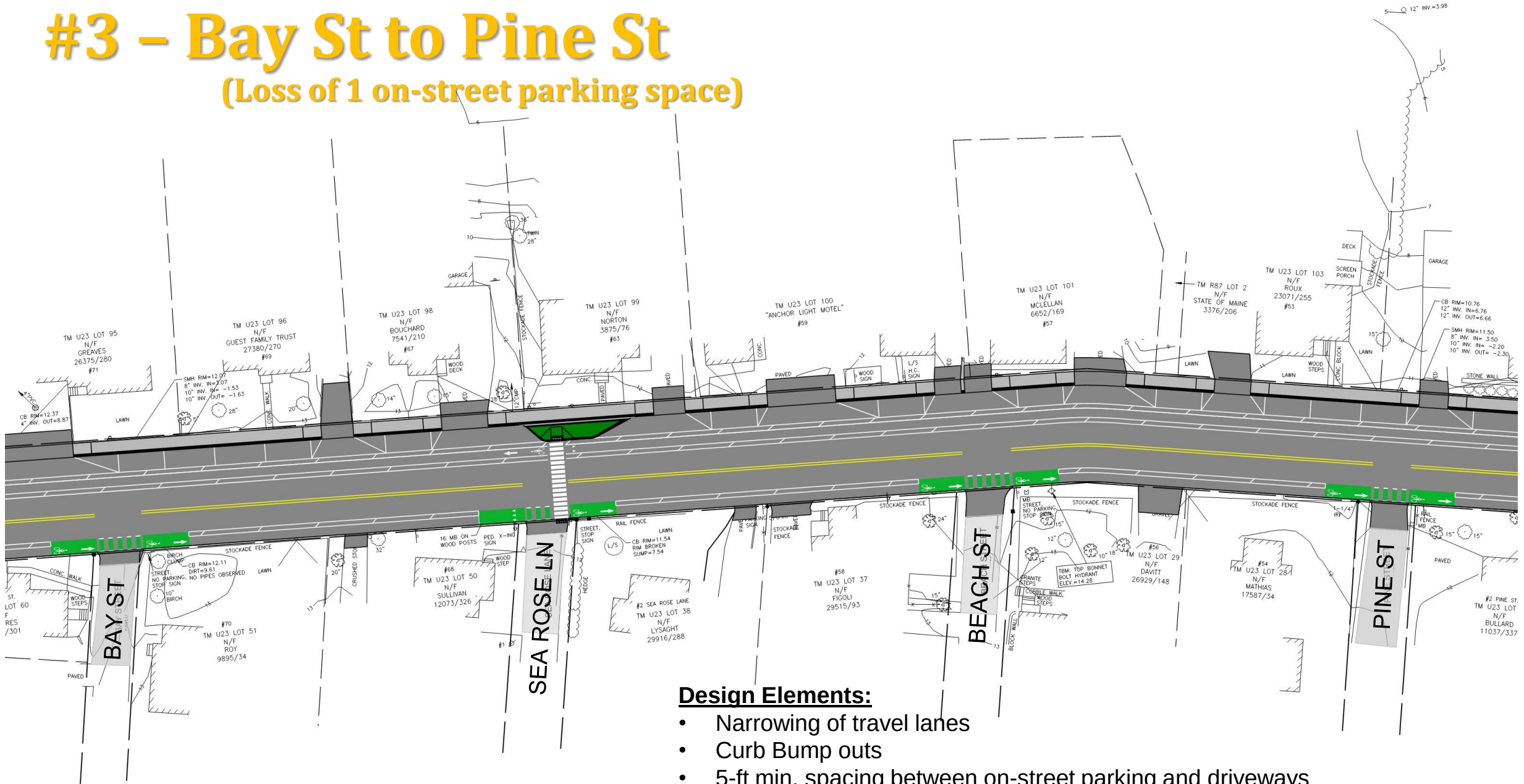


Design Elements:

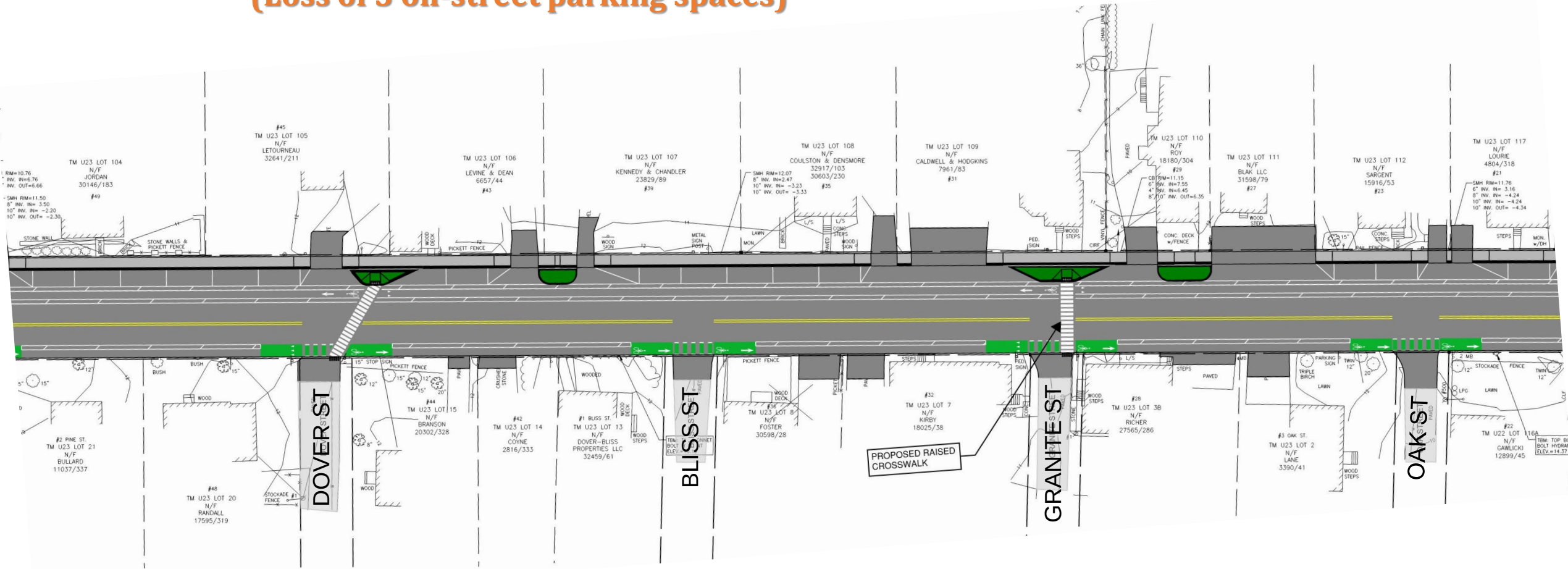
- Narrowing of travel lanes
- Curb Bump outs
- 5-ft min. spacing between on-street parking and driveways
- 20-ft min. spacing between on-street parking and crosswalks

#3 - Bay St to Pine St

(Loss of 1 on-street parking space)



(Loss of 5 on-street parking spaces)

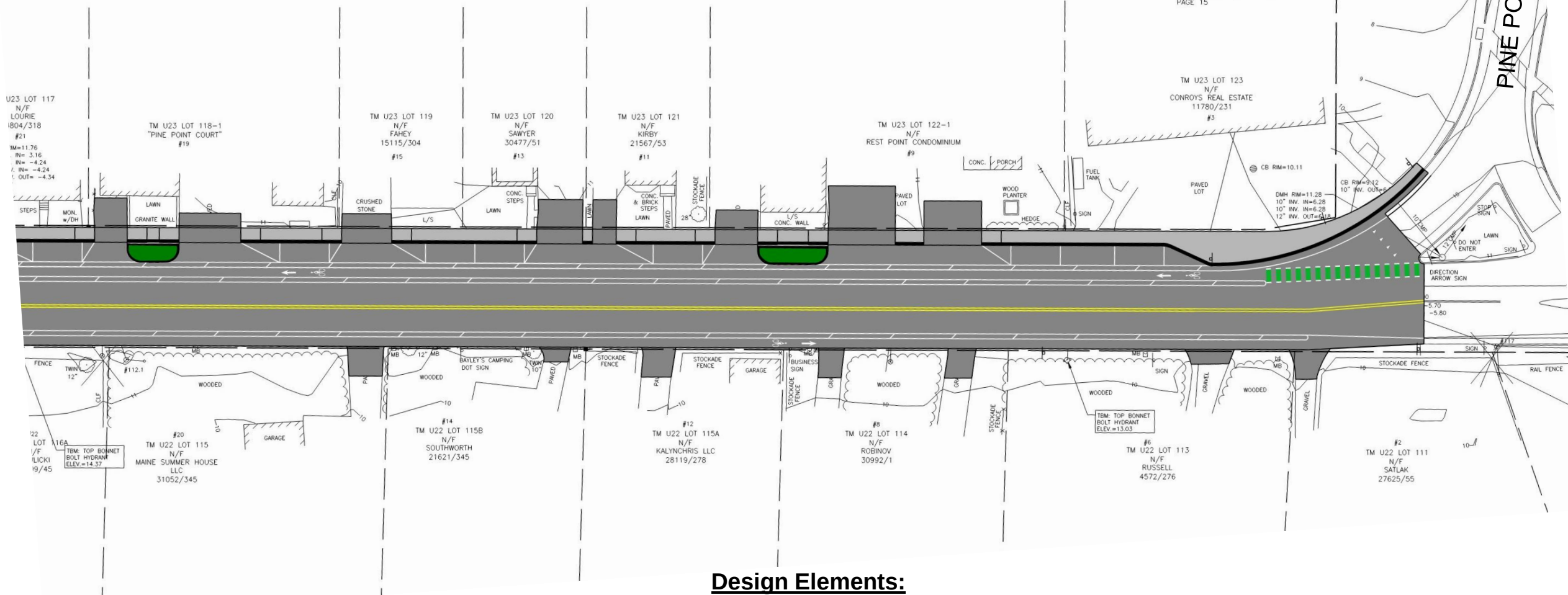


Design Elements:

- Narrowing of travel lanes
- Curb Bump outs
- 5-ft min. spacing between on-street parking and driveways
- 20-ft min. spacing between on-street parking and crosswalks

#5 – Oak St to Pine Point Rd

(Loss of 1 on-street parking space)



Design Elements:

- Narrowing of travel lanes
- Curb Bump outs
- 5-ft min. spacing between on-street parking and driveways
- 20-ft min. spacing between on-street parking and crosswalks

Summary of Design

- Narrowing of travel lanes
- Buffering of bike lanes
- Curb bump outs at crosswalks and where on-street parking is not available
- 5-foot min. spacing between on-street parking and driveways
- 20-foot min. spacing between on-street parking and crosswalks or intersections
- Additional crosswalk at 9th Street
(increased from 4 to 5 crosswalks along the corridor)
- Raised crosswalks at either end of the corridor
- Total loss of on-street parking = 10 spaces



Questions & Comments

Visit our Project Page at:
scarboroughmaine.org
Under “What’s Happening”

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