

Scarborough Transportation Committee

Tuesday, February 24, 2026 6:30 – 8:00 PM
Scarborough Town Hall Conference Room

<https://scarboroughmaine.zoom.us/j/86439373528>

Agenda

1. Call to Order & Attendance (6:30PM – 6:35PM)
2. Approval of Meeting Minutes January 13, 2026 (6:35 PM – 6:40 PM)
3. East Grand Avenue Complete Streets Design Review (6:40 PM – 7:30 PM)
4. Project Updates (7:30 PM – 7:50 PM)
 - a. Complete Streets & Traffic Calming Guidance Manual
 - b. Scottow Hill Road
 - c. Eastern Trail Close the Gap
 - d. Safe Streets 4 All
 - e. Climate Action Plan
5. Public Comment (7:50 PM – 8:00 PM)
6. Adjourn (8:00 PM)

Next meeting – March 24, 2026 – Metro Review of services, Route 1 marsh crossing pilot project, Complete Streets & Traffic Calming Guidance Manual review by consultants.

Upcoming meeting topics: Corridor Master Planning/Studies, Review of Community Survey Results, Metro Connect, East Grand Ave Complete Streets Design, Complete Streets and Traffic Calming Guidance Document, Townwide Transportation Assessment Implementation, Trails Master Plan, Comprehensive Plan Implementation Tasks, Additional Traffic Impact Fee Areas

East Grand Avenue Complete Streets Project

Public Meeting
Tuesday, February 10, 2026

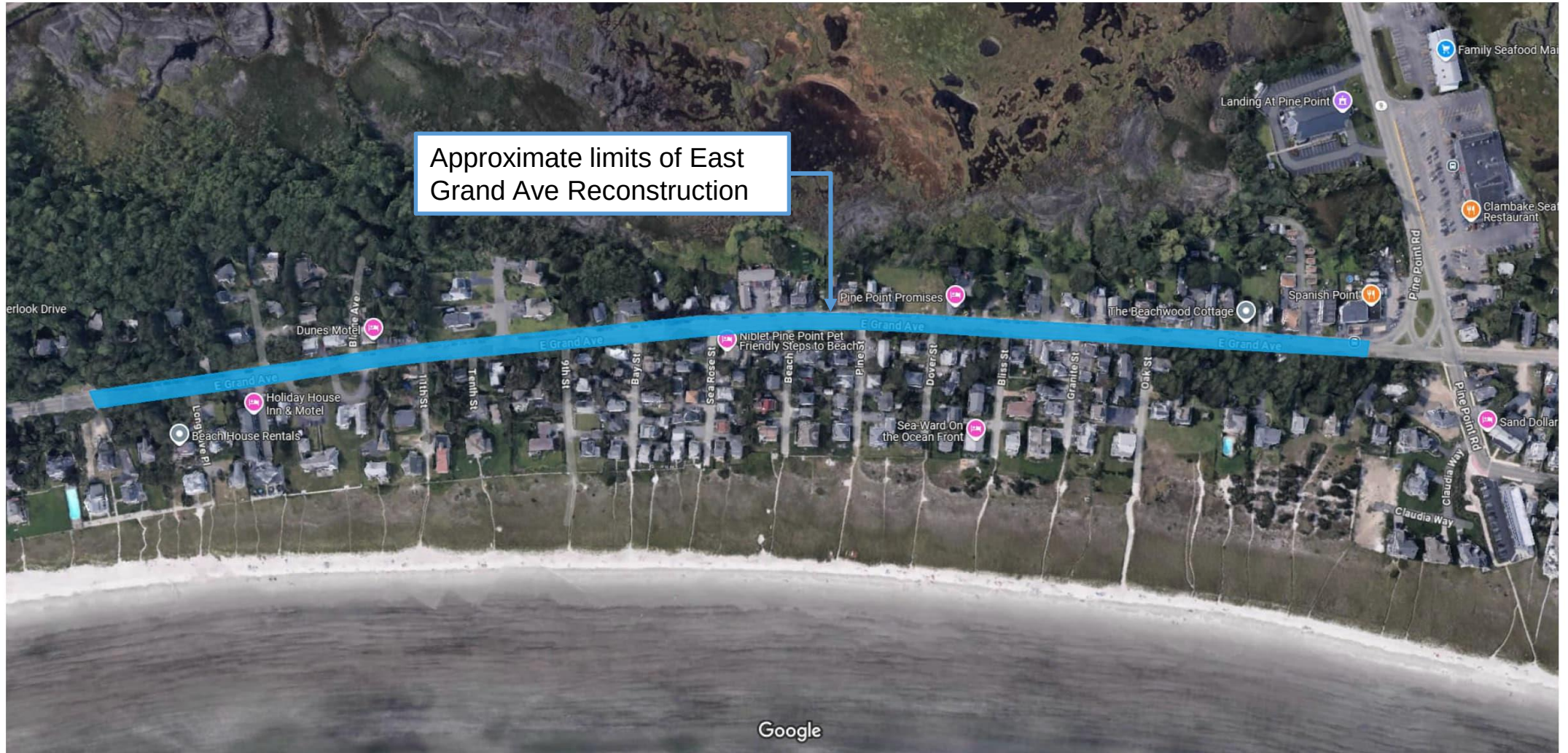


Barton
& **Loguidice**



Project Scope

Google Maps



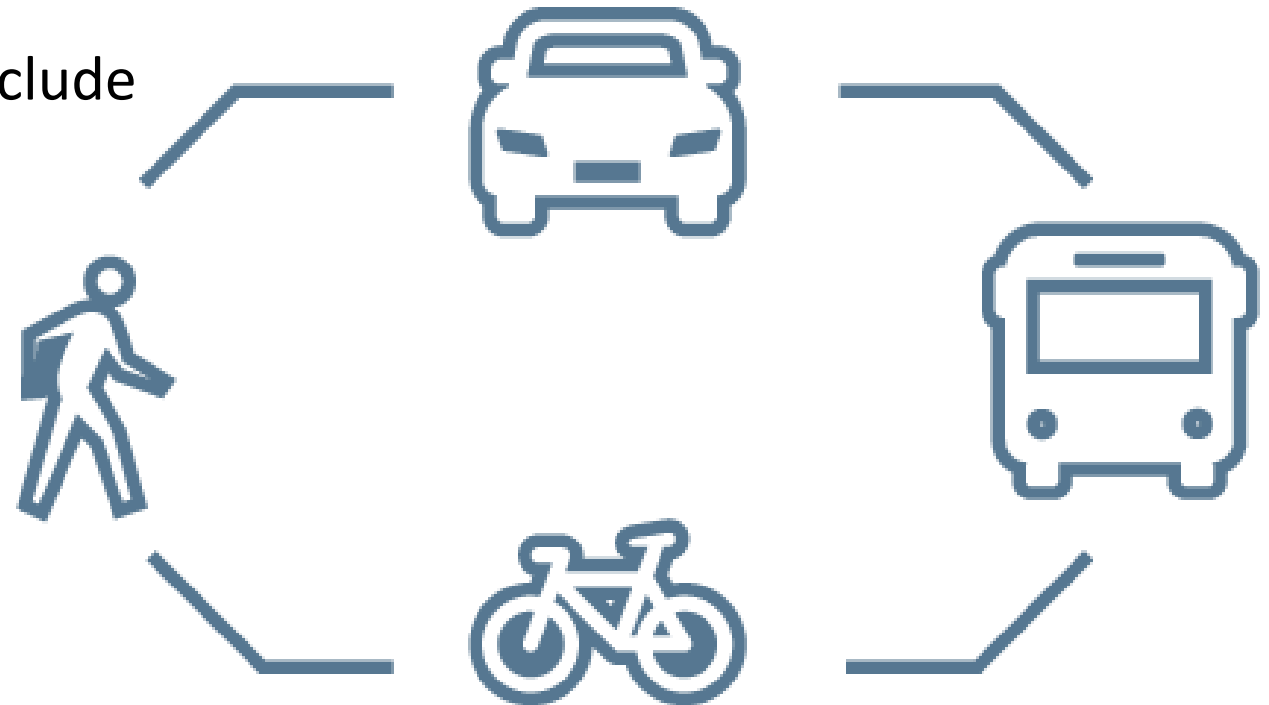
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Project Purpose

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'

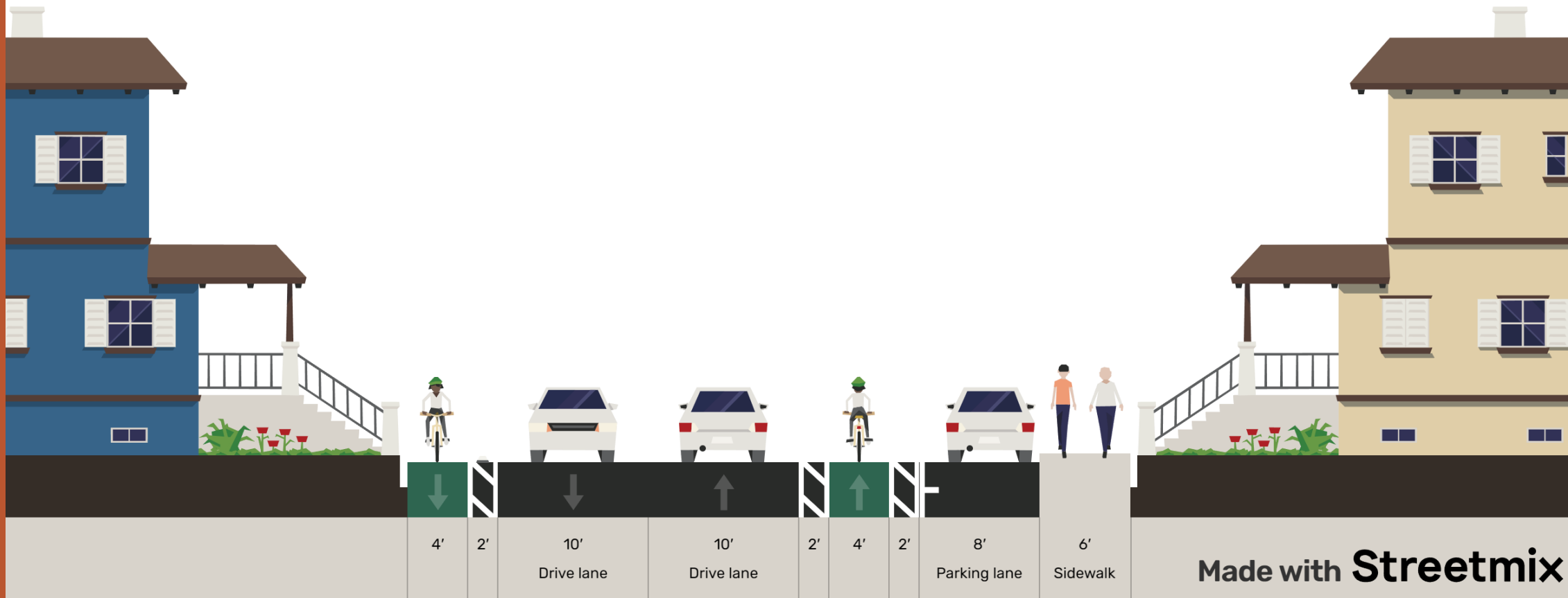
Sidewalk



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East Grand Ave D+



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Breakdown of Plan Sheets

Google Maps

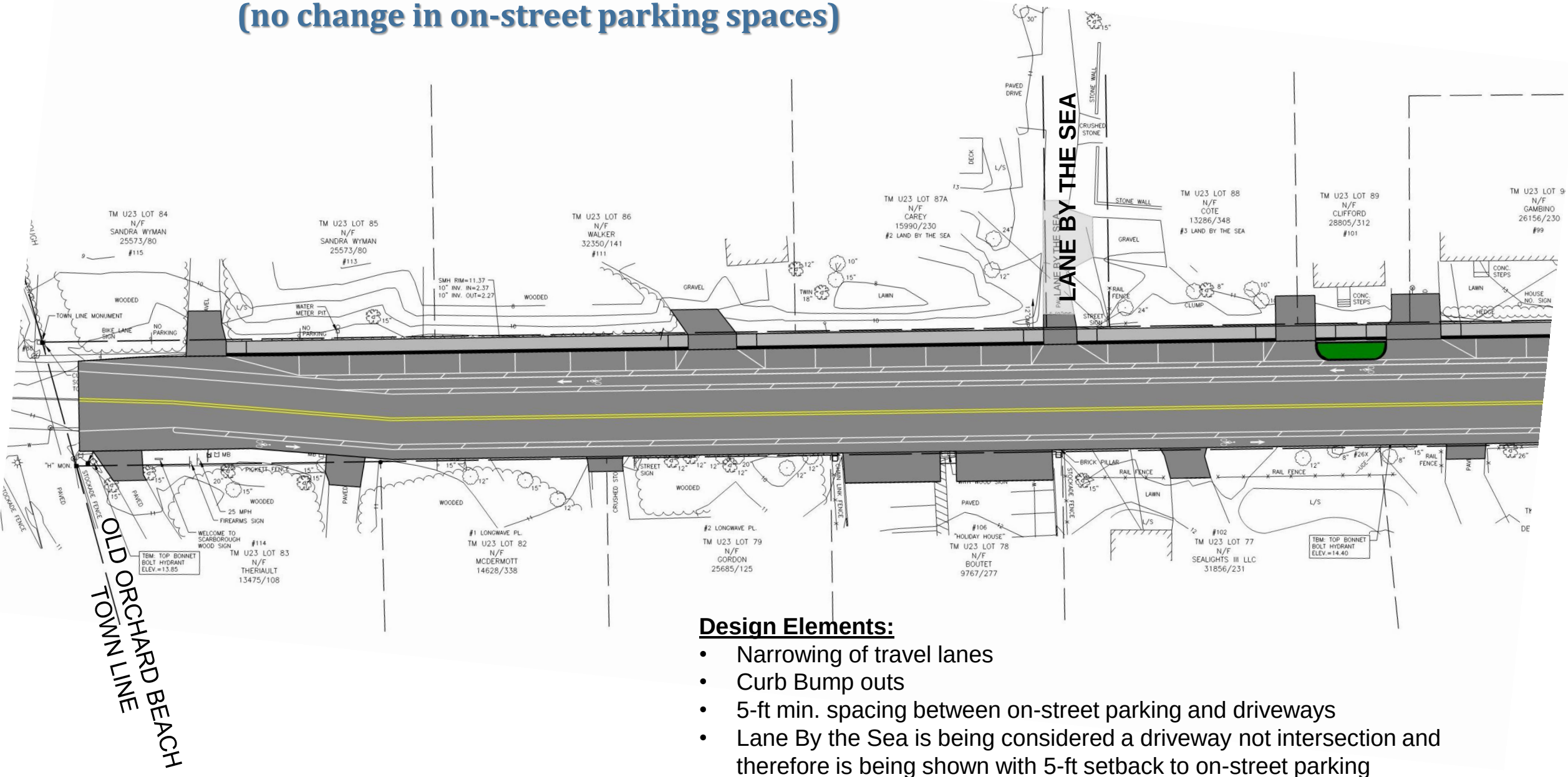


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#1 – 00B TL to Blaine Ave

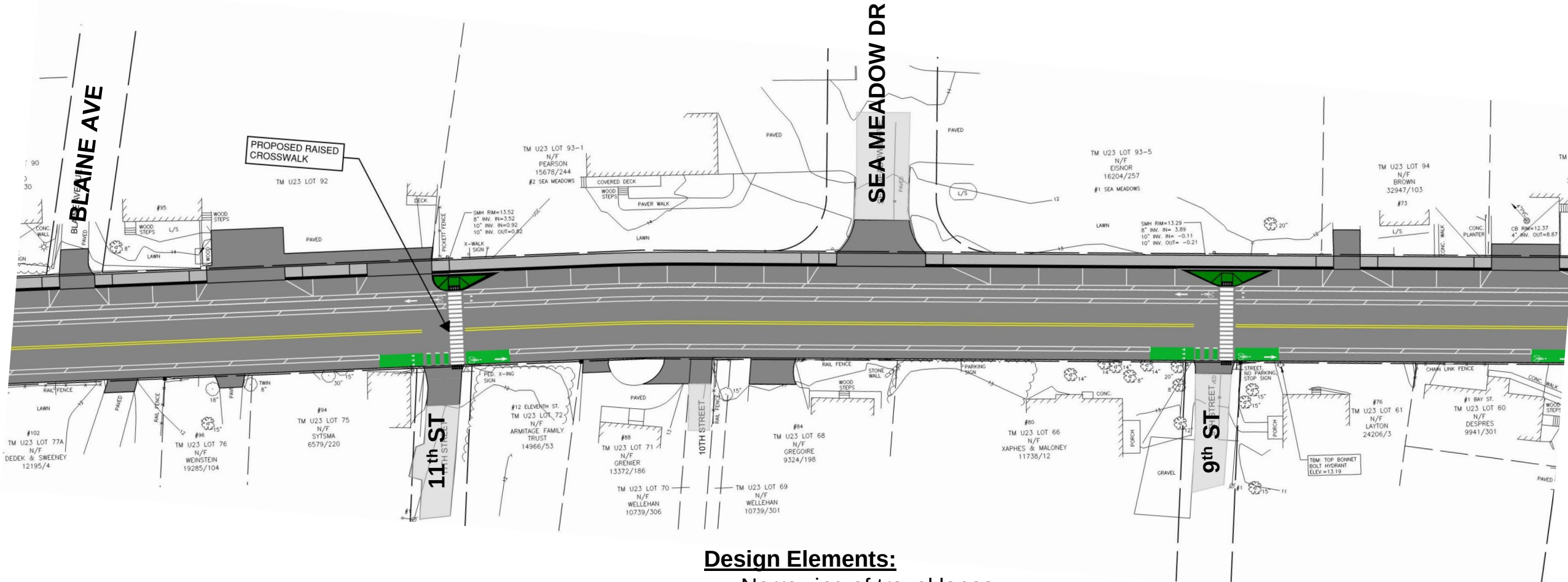
(no change in on-street parking spaces)



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)

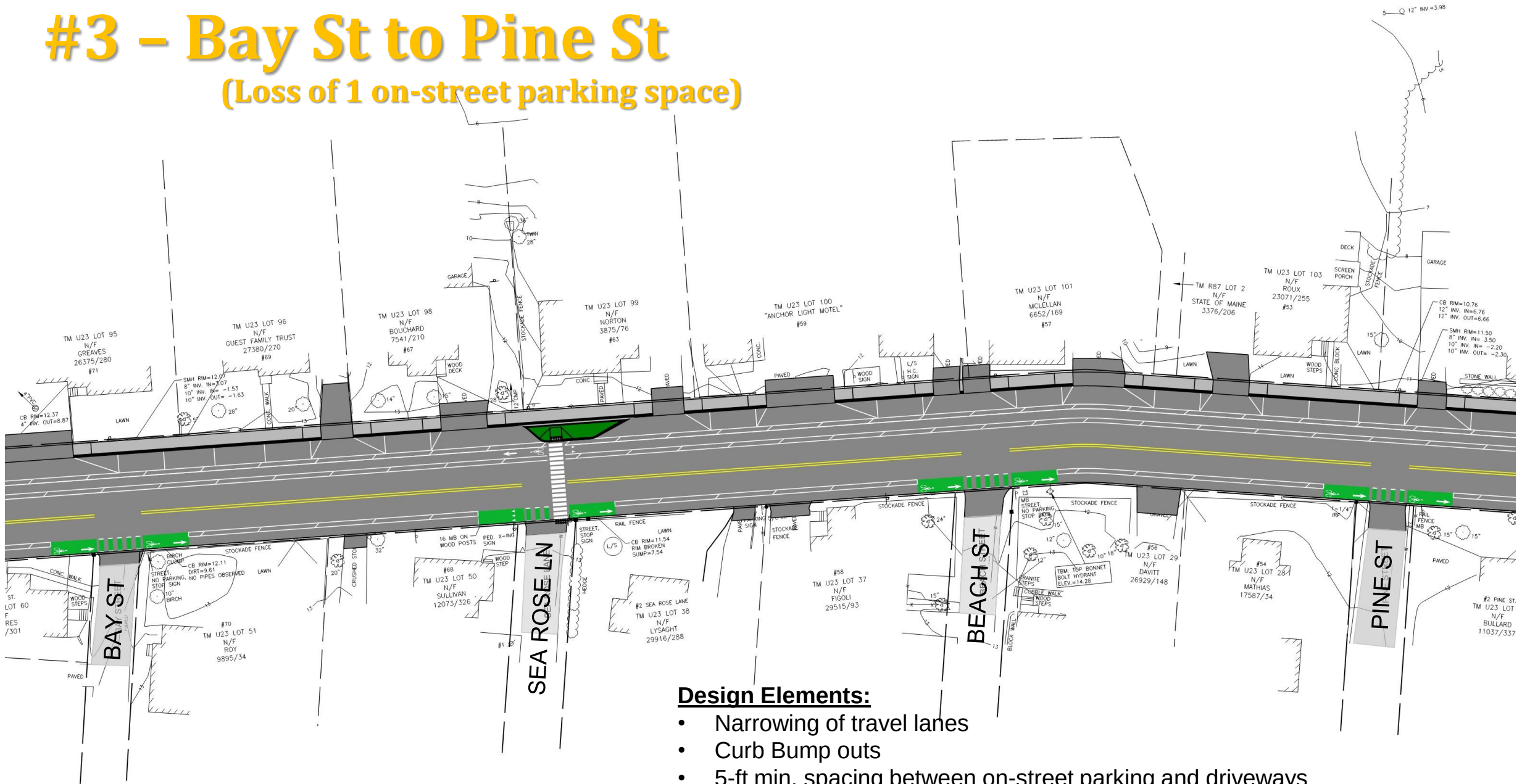


Design Elements:

- 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)

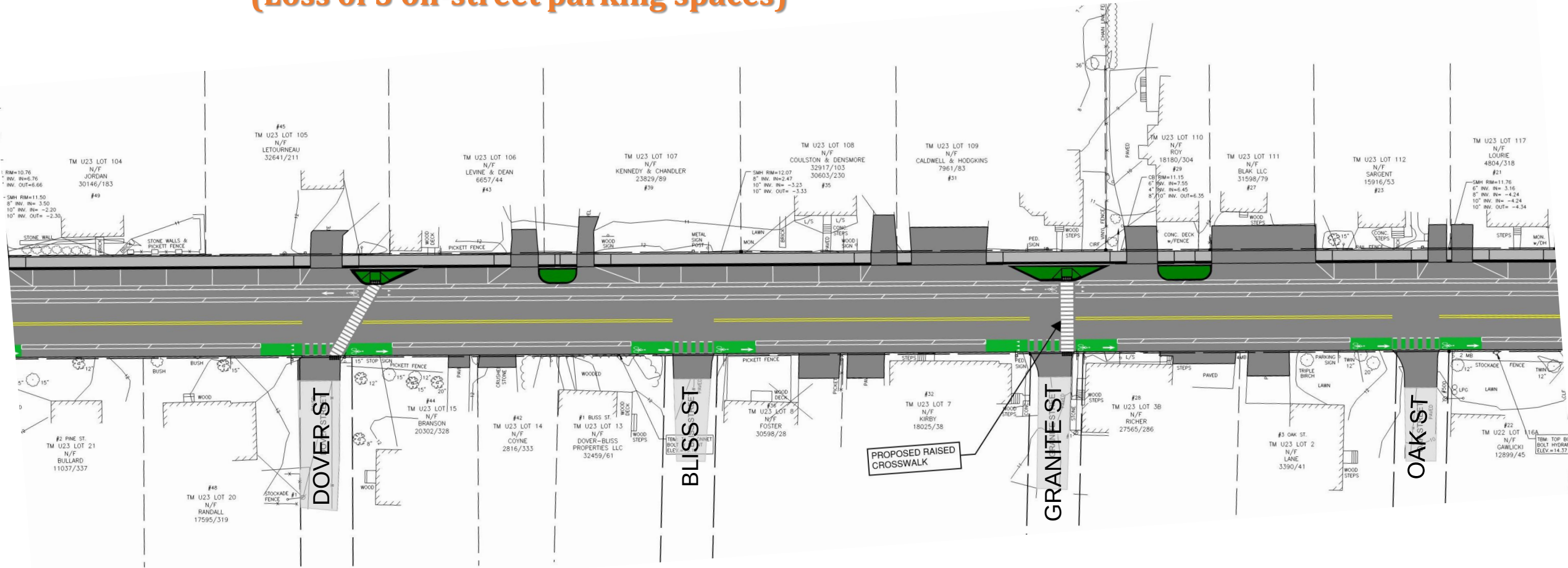


Design Elements:

- 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

#4 – Pine St to Oak St

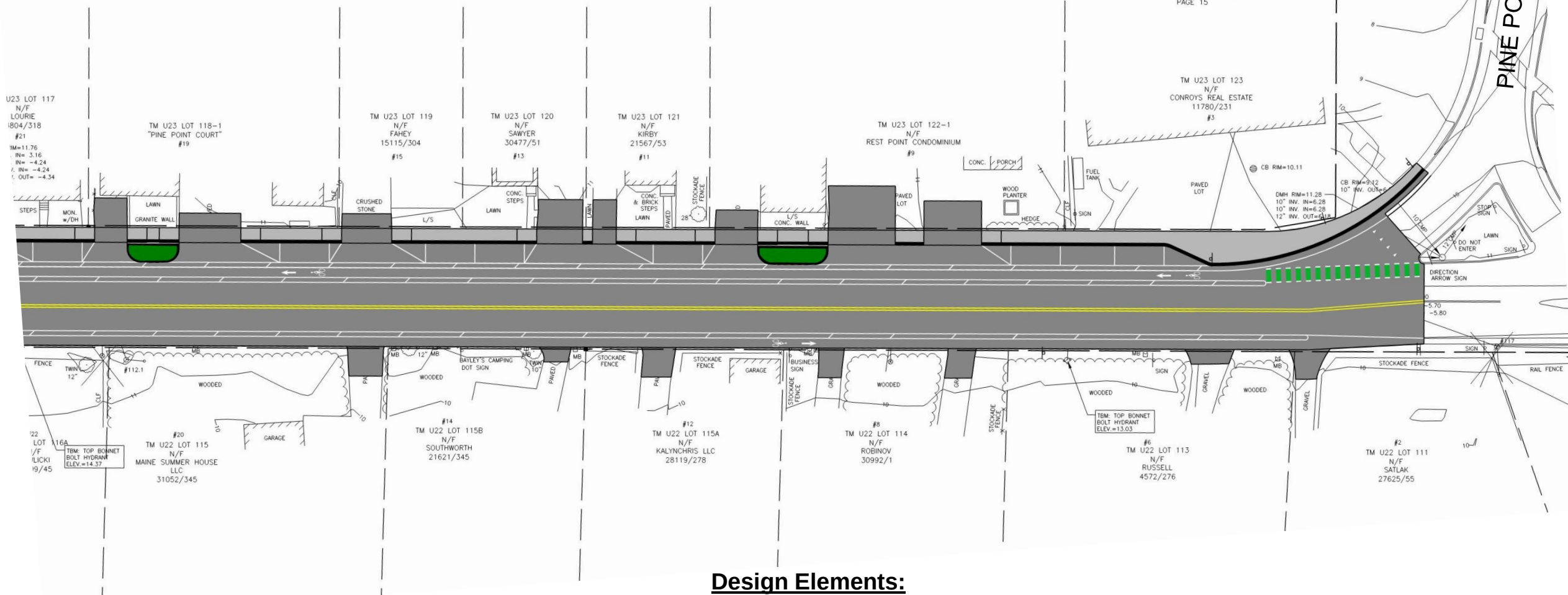
(Loss of 5 on-street parking spaces)



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



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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COMPLETE STREETS & TRAFFIC CALMING GUIDANCE MANUAL

Summary of Document

INTRODUCTION

Background
Goals of the Manual
Townwide Transportation Assessment Key Principles

COMPLETE STREETS MAP

Overview
Selection Process
Complete Streets Map

STREET TYPES

Overview	
Major Corridor	Town Center Street
Rural Connector	Neighborhood Connector
Industrial/Business Access Street	Local Street
Village/Town Connector	Beach Street

TRAFFIC CALMING TOOLKIT

Overview	
Horizontal Tools	Traffic-Control Tools
Vertical Tools	Landscape and Placemaking Tools

Summary of Treatments by Street Type
Benefits and Tradeoffs Matrix
Design Guidance and References
Traffic Calming Policy Refinements

Scottow Hill Road Culvert Failure

Council Workshop:
February 4, 2026



Overview

- Road Closure – May 28, 2025
- Meeting with Federal/State Agencies – June 11, 2025
- Permitting Restrictions
 - Tidal crossing work between November and April
 - Crossing needs to be upgraded to adequate sizing. (cannot be replace-in-kind)
 - Minimum requirements were discussed with State and Federal agencies
- Funding Challenges:
 - No funding available in FY26 operating budget for design or construction
 - Grant funding windows for applications and awards
 - Unique opportunity to explore options



Two Alternatives

1) Culvert Replacement

- Minimum culvert replacement; or
- Resilient culvert replacement

2) Culvert Removal & Stream Restoration

- Optional additional measures:
Bypass roadway through adjacent parcel or other traffic upgrades



Alternative #1 - Culvert Replacement

a) Minimum Culvert Replacement

- Estimated cost = \$1,240,000
- Local road utilizing 100% local funds
- Short-term design
- Undersized when upgrades are made to Payne Rd culverts and Rt. 1 marsh crossing

b) Resilient Culvert Replacement

- Estimated cost = \$3,900,000
- Potential funding through MIAF: \$3,000,000
- Recommended by Vulnerability Assessment
- Outlined in Maine Won't Wait (CoastWise program)
- Long-term planning of upstream flows



Alternative #2 - Culvert Removal & Stream Restoration

- Estimated cost = \$884,000
- MNRCP grant \$562,000 (local funds \$322,000)
- Long-term solution
- Hammerhead turn-around to be installed
- Requires permanent road closure

❖ Optional additional measures: Traffic mitigation and/or bypass roadway through adjacent parcel

- Estimate cost = \$300,000+
- Helps provide some relief from traffic impacts
- Other improvements could be made to impacted corridors and intersections



Alternatives Summary

1) Culvert Replacement

a) Minimum Culvert Replacement

- \$1,240,000 estimated local cost
- Earliest start Nov 2026

b) Resilient Culvert Replacement

- \$3,900,000 estimated cost
- Potential MAIF grant of \$3,000,000
- Potential local cost of \$900,000
- Earliest start Nov 2027

2) Culvert Removal & Stream Restoration

- \$884,000 estimated cost
- MNRCP grant = \$562,000
- Local cost = \$322,000
- Earliest start Nov 2026

Optional additional measures: Traffic mitigation, bypass roadway through adjacent parcel, or other traffic upgrades

- \$300,000 estimated local cost in addition to culvert removal

