

Scarborough Transportation Committee

Meeting Minutes

April 28, 2026

1. Call to Order & Attendance

Attendees: Jen Ladd (Chair), Tuck Barclay, Roger Beeley, Stanis Moody-Roberts, Peter Freilinger (remote), Jon Anderson joined late (Item #4)

Staff in Attendance: Angela Blanchette, PE (Town Engineer)

2. Approval of Meeting Minutes March 24, 2026

Motion to Approve: Peter Freilinger

Seconded by: Tuck Barclay

Approved: 5-0

3. Complete Streets & Traffic Calming Guidance Manual

Nelson/Nygaard and Neighbor Ways staff reviewed the final draft of the Complete Streets & Traffic Calming Guidance Manual. The presentation slides are attached.

There was a lengthy discussion related to the classification of Ocean Avenue. Attached is a response by Nelson/Nygaard related to this topic. The Committee discussed the opportunities for Traffic Calming that each of the categories would enable for Ocean Avenue and decided to keep Ocean Avenue from Spurwink Avenue to Greenwood Avenue as Neighborhood Connector, while updating the map to designate Ocean Avenue from Greenwood Avenue to Bayview Avenue as Beach Street.

Additional, discussion was centered around traffic calming measures throughout the neighborhoods, and how this manual will be utilized for future projects throughout town including in-house and development process through Planning Board.

4. Safe Streets 4 All Grant plan review

Cashel Stewart from Greater Portland council of Government (GPCOG) presented information related to a demonstration project being funded on the regional level on Route 1 in Scarborough. The Transportation Committee selected the study area associated with pedestrian crossings on Route 1 at Little Dolphin Drive and Hannaford Drive. These areas are 5 and 6 lanes crossings that have limited to no infrastructure in place to allow for safe crossing.

The project will include the temporary installation of medians in the center turn lane of Route 1 on either side of Little Dolphin Drive. Speeds and driver behavior will be monitored

to determine if vehicular speeds in the area are reduced. This is the first step to see if reduced speeds can then be cap

5. Final Review of East Grand Avenue Complete Streets Improvement

Staff reviewed the public comments received through the online portal for the project as well as emails received from residents. The key topics includes (*committee discussion/feedback*):

- How will the connection be made from the updated East Grand Ave sidewalk through the Pine Point intersection to Jones Creek/King St? *Consultant will review and provide information.*
- Request for new crosswalk at Oak Street. *Agreed to by committee*
- Parking protected bike lanes. *Committee has concerns with loading and unloading in bike lane if between parking and sidewalk. Also concerns with bikers safety in this vulnerable area.*
- Sight-distance concerns at driveways and side streets. *Design will implement a 5-foot parking offset at driveways and a 20-foot offset at intersections and crosswalks.*
- Trolley stop pull-out areas. *Currently there are no trolley stops on East Grand Ave, however if ones are developed in the future they can be considered.*
- Truncated/detectable warning plates. *Warning plates will be installed at all intersections, but not at driveways.*
- ADA parking is needed on this corridor to meet Federal requirements. *Consultant will be asked to incorporate necessary ADA parking.*
- Suggestion to provide painted bump-outs rather than curbed bump-outs. *Not as safe for pedestrians in the highly walkable area of town.*

The information provided will be conveyed to the design engineer to inform the completion of the final design.

6. Staff Update

Angela reviewed an initiative that was being considered on Jones Creek for the 2026 summer season. Maine Water will be wrapping up their project and temporarily patching the trench that runs along the edge of Jones Creek (in the location of the on-street parking). The Town will have the opportunity to either restripe parking stalls to meet the new town policy of no parking within 5 feet of driveways and within 20 feet of intersections or crosswalks, or to allow for a wide shoulder with no parking to remain. If the paved shoulder option is implemented on a temporary basis for the summer months, public feedback can be gathered and Council can determine in the fall if the temporary measure becomes permanent or the on-street parking is restriped, since in the fall a new layer of surface pavement will be installed, allowing for a clean slate for pavement markings to be placed. The Committee will discuss further at their next meeting.

7. Adjourn