TOWN OF SCARBOROUGH, MAINE

Scarborough Transportation Committee

Monday, October 26, 2026 6:00 – 7:30 PM
Scarborough Town Hall Conference Room

https://scarboroughmaine.zoom.us/webinar/register/WN_oB0Otfu6Rn6s1fBwnQbRRQ

Agenda

1. Call to Order & Attendance (6:00PM – 6:05PM)

2. Meeting Minutes from September 29, 2026 (6:05PM – 6:10PM)

3. Traffic Calming Conceptual Plan Review (6:10 PM – 7:00 PM)
   a. Payne Road at Two Rod Road Intersection
   b. Two Rod Road (from Payne Road to Scottow Hill Rd)
   c. Scottow Hill Road at Two Rod Road Intersection

4. Updates (7:10 PM – 7:20 PM)
   a. Metro Connect service update
   b. Safety Audit – Gorham Rd @ Sawyer Rd
   c. PACTS Funding for Pine Point Road Sidewalk
   d. 10-year CIP forecasting – culvert assessment and look ahead at transportation projects

5. Public Comment (7:20 PM – 7:30 PM)

6. Adjourn (7:30 PM)

Next meeting – November 24, 2026 – Portland-West Review with Maine Department of Transportation and Gorham Staff

Upcoming meeting topics: Review updates to Traffic Calming Request Policy, Corridor Master Planning/Studies, Review of Community Survey Results, Townwide Transportation Assessment Implementation, Trails Master Plan, Comprehensive Plan Implementation Tasks, Additional Traffic Impact Fee Areas, Dunstan Corner Feasibility Study, Downs TMP Review

FINAL DRAFT TRAFFIC CALMING CONCEPT

Payne Rd / Two Rod Rd / Scottow Hill Rd

Town Of Scarborough

August 2026

neighborwaysdesign

NELSON NYGAARD

TOWN OF SCARBOROUGH, MAINE

Project Area

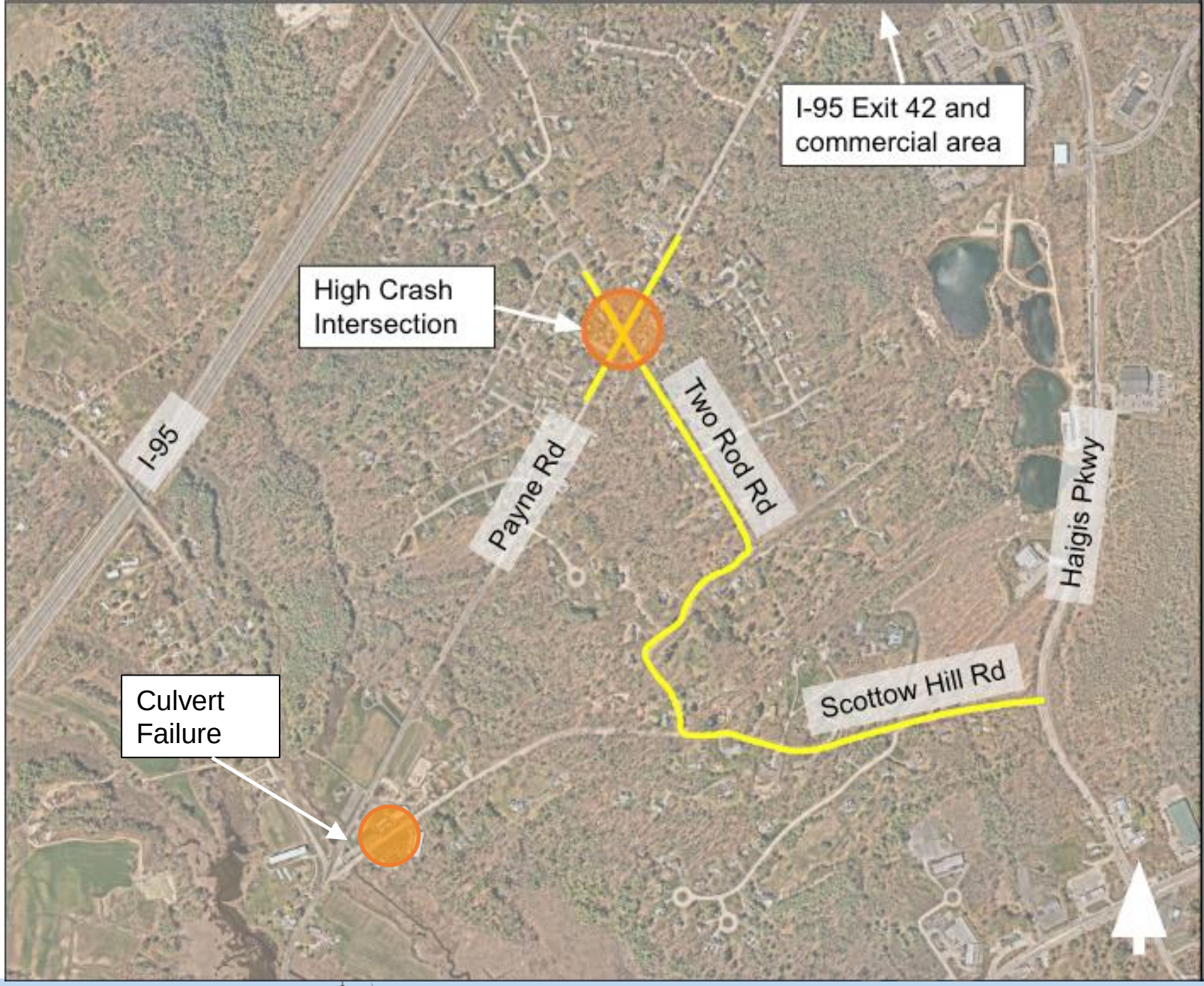
Project Length: *1.1 miles*

Limits

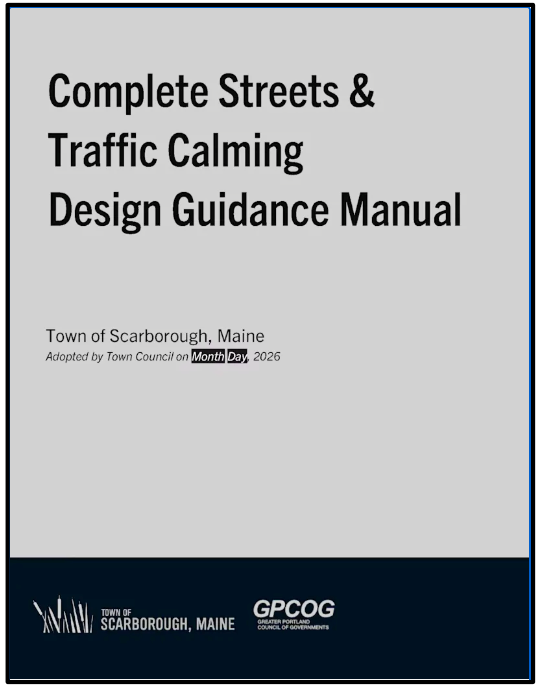
Payne Rd at Two Rod Rd

→

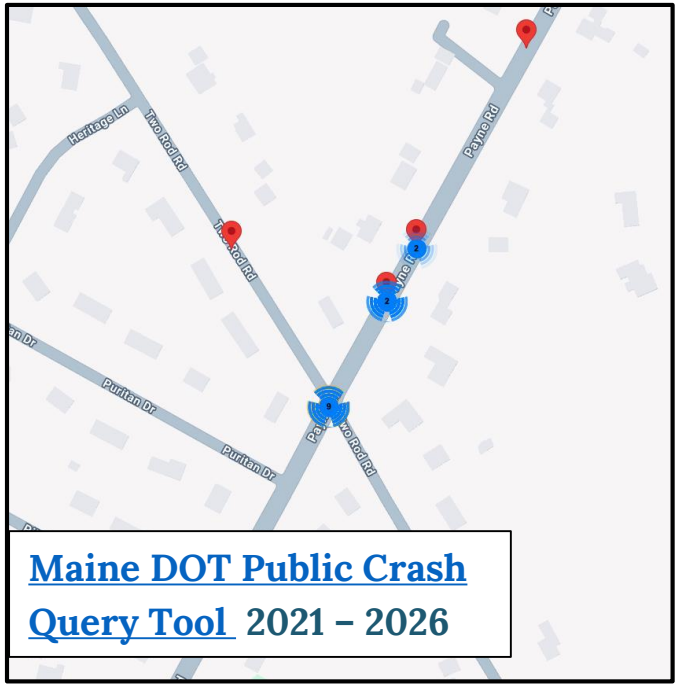
Scottow Hill at Haigis Pkwy



Project Background



Complete Streets and Traffic Calming Guidance Manual (pending adoption 2026)



2025 High Crash Intersection:

Payne Rd at Two Rod Rd

Road Closure:

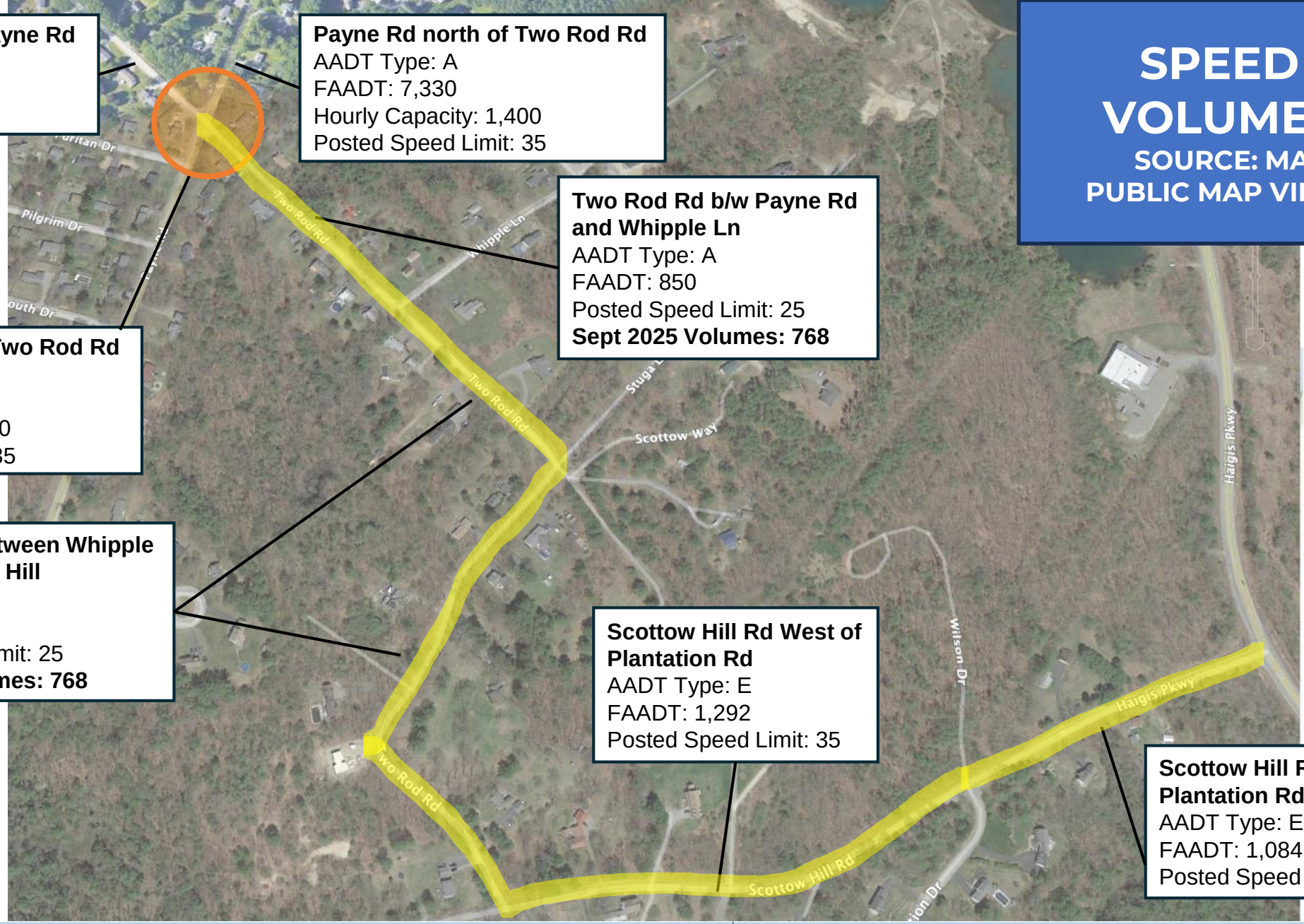
Scottow Hill Rd at Two Rod Rd

due to culvert failure

Street Types

SPEED AND VOLUME DATA

SOURCE: MAINE DOT PUBLIC MAP VIEWER (2025)



Two Rod Rd west of Payne Rd
AADT Type: A
FAADT: 870
Posted Speed Limit: 25

Payne Rd north of Two Rod Rd
AADT Type: A
FAADT: 7,330
Hourly Capacity: 1,400
Posted Speed Limit: 35

Two Rod Rd b/w Payne Rd and Whipple Ln
AADT Type: A
FAADT: 850
Posted Speed Limit: 25
Sept 2025 Volumes: 768

Payne Rd south of Two Rod Rd
AADT Type: A
FAADT: 7,010
Hourly Capacity: 1,400
Posted Speed Limit: 35

Two Rod Rd between Whipple Ln and Scottow Hill
AADT Type: E
FAADT: 687
Posted Speed Limit: 25
Sept 2025 Volumes: 768

Scottow Hill Rd West of Plantation Rd
AADT Type: E
FAADT: 1,292
Posted Speed Limit: 35

Scottow Hill Rd East of Plantation Rd to Haigis Pkwy
AADT Type: E
FAADT: 1,084
Posted Speed Limit: 35

Two Rod Rd Speed Study

SCARBOROUGH PD SPEED DATA ANALYSIS

Location

Two Rod Rd @ Whipple Ln
Scarborough, ME
Latitude: 43.592053
Longitude: -70.371258

Analysis Time Period

Start	End
9/4/2025 12:55 PM	9/11/2025 10:47 AM

Speed Limit

25

Average Speed

31

Fastest Speed

72

Slowest Speed

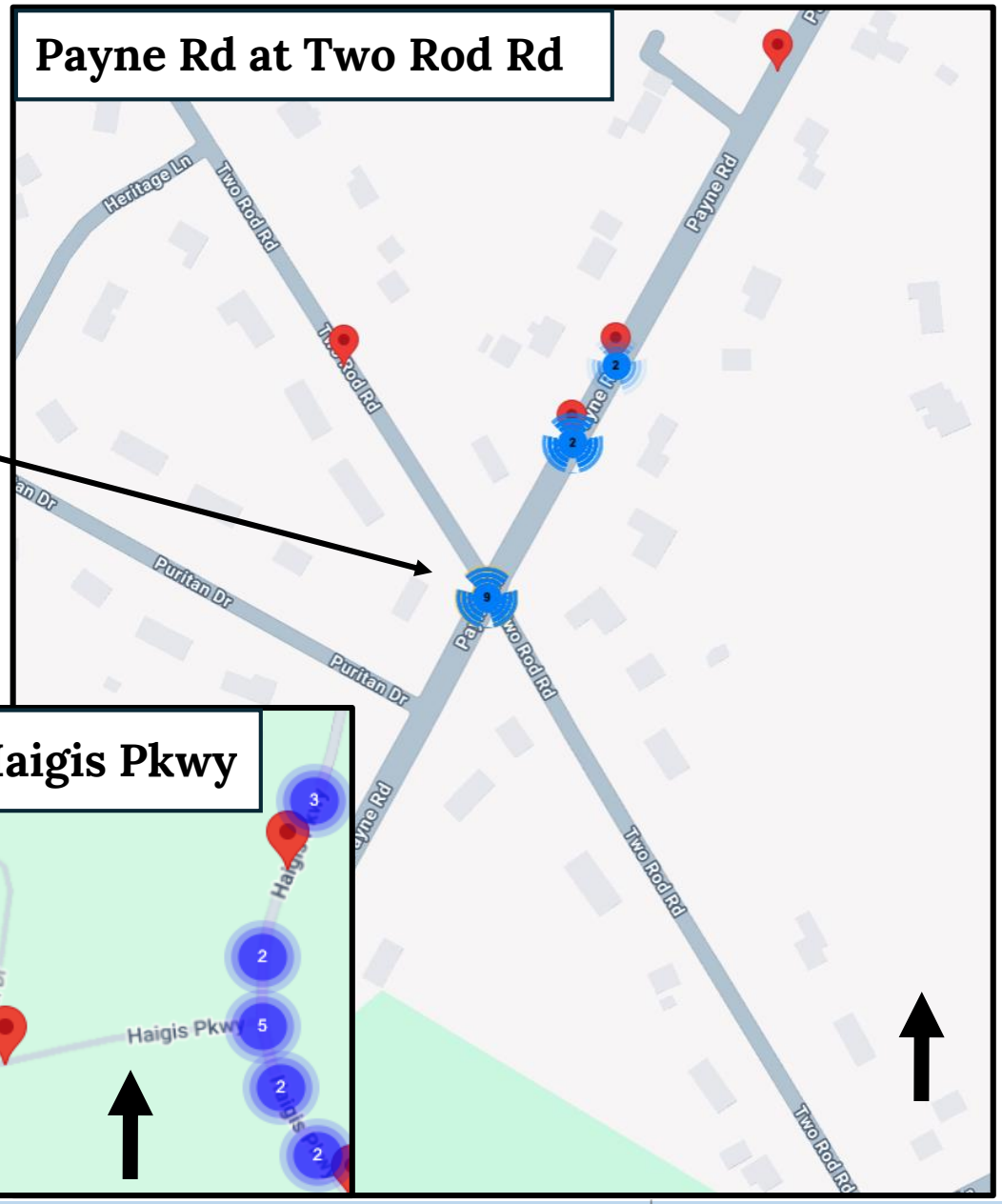
8

CRASH DATA

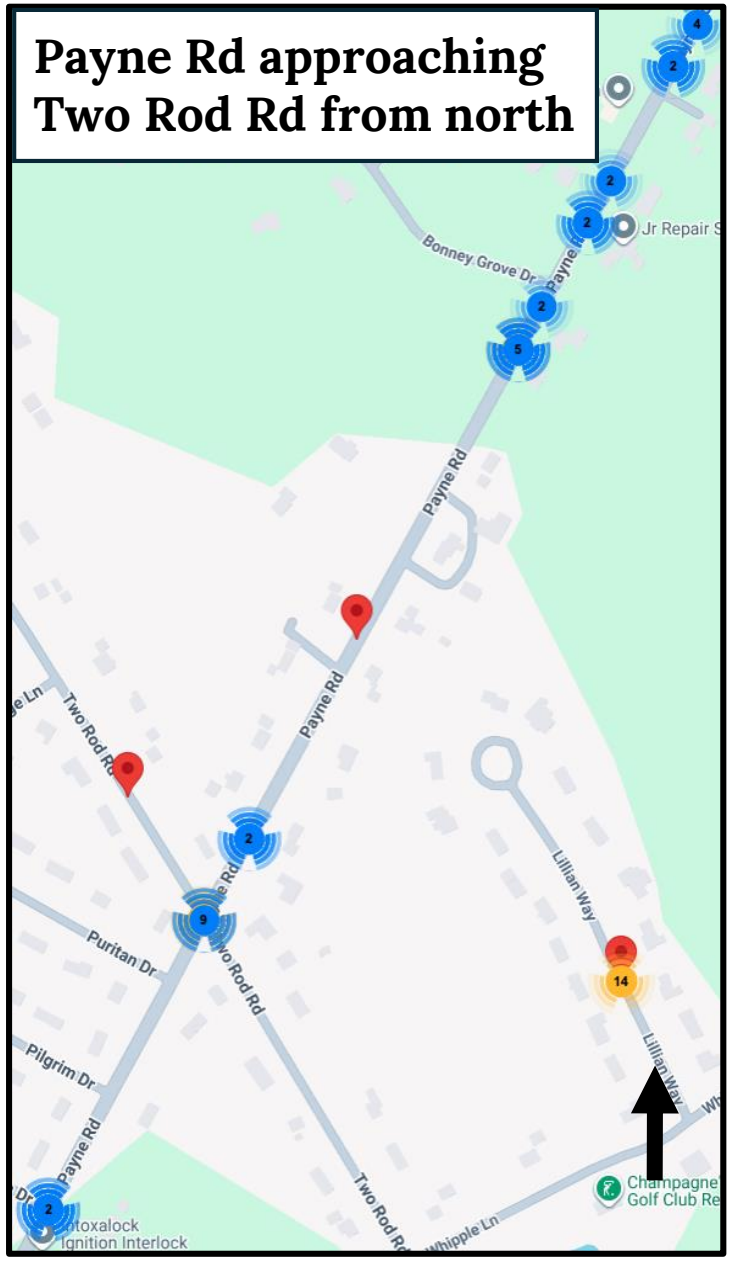
SOURCE: MAINE DOT PUBLIC CRASH QUERY TOOL

9 crashes (‘21-’26)

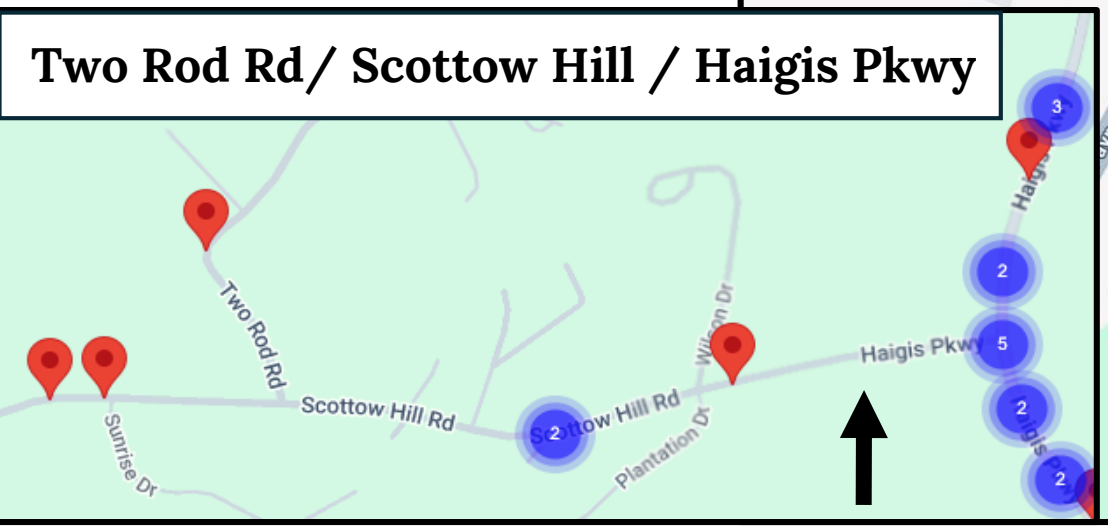
Payne Rd at Two Rod Rd



Payne Rd approaching Two Rod Rd from north



Two Rod Rd/ Scottow Hill / Haigis Pkwy



Crash Data: Contributing Factors, Intersections

Payne and Two Rod: 9 crashes

	Crash Type	
Contributing Factor	**Intersection Movement**	**Rear End / Sideswipe**
Failed to Yield Right-of-Way	6	
Followed Too Closely		2
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner		1
Ran Stop Sign	1	
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1	

Scottow Hill and Haigis: 3 crashes

	Crash Type	
Contributing Factor	**Intersection Movement**	**Rear End / Sideswipe**
Failed to Yield Right-of-Way	1	
Followed Too Closely		2
Improper Turn		1

Source: MaineDOT, 2021-2026

Crash Data: Contributing Factors, Intersections

Payne and Scottow Hill: 17 crashes

	Crash Type		
Contributing Factor	**Intersection Movement**	**Rear End / Sideswipe**	**Went Off Road**
Failed to Yield Right-of-Way	8		
Followed Too Closely		5	
Operated Motor Vehicle in Erratic, Reckless, Careless, Negligent or Aggressive Manner		1	1
Ran Stop Sign	1		1
Exceeded Posted Speed Limit	1		
Other Contributing Action		2	1

Source: MaineDOT, 2021-2026

Crash Data: Contributing Factors, Non-intersection

Payne Rd between Two Rod and Scottow Hill: 11 crashes

	Crash Type				
Contributing Factor	**Deer**	**Head-on / Sideswipe**	**Intersection Movement**	**Rear End / Sideswipe**	**Went Off Road**
Failed to Yield Right-of-Way			1	1	
Followed Too Closely				1	
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway	1				
Drove Too Fast For Conditions		1			
Failed to Keep in Proper Lane					1
Improper Passing				1	
No Contributing Action	2	1			1

Source: MaineDOT, 2021-2026

Crash Data: Contributing Factors, Non-intersection

Scottow Hill Rd between Payne and Haigis: 6 crashes

	Crash Type	
Contributing Factor	**Deer**	**Went Off Road**
Drove Too Fast For Conditions		3
Swerved or Avoided Due to Wind, Slippery Surface, Motor Vehicle, Object, Non-Motorist in Roadway		1
Ran Off Roadway		2
No Contributing Action	2	

Two Rod Rd between Payne and Scottow Hill: 1 crash

- *Crash Type:* Went Off Road
- *Contributing Factor:* Ran Off Roadway

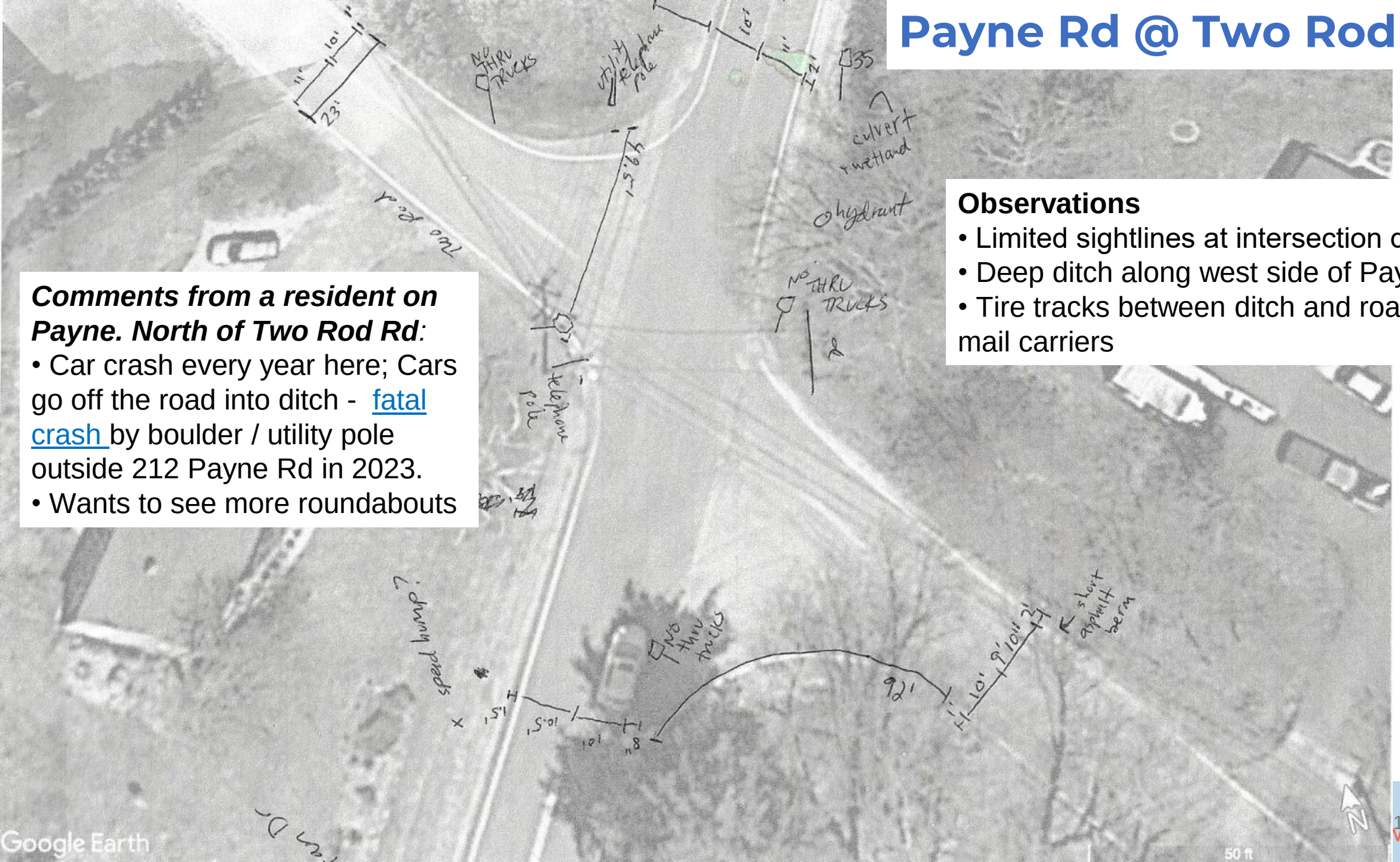
Source: MaineDOT, 2021-2026

FIELD OBSERVATIONS

May 14, 2026 9:30am -12pm

~55 degrees, slightly cloudy

Payne Rd @ Two Rod Rd



Comments from a resident on Payne. North of Two Rod Rd:

- Car crash every year here; Cars go off the road into ditch - fatal crash by boulder / utility pole outside 212 Payne Rd in 2023.
- Wants to see more roundabouts

Observations

- Limited sightlines at intersection due to hill
- Deep ditch along west side of Payne
- Tire tracks between ditch and road from mail carriers

Payne Rd @ Two Rod Rd

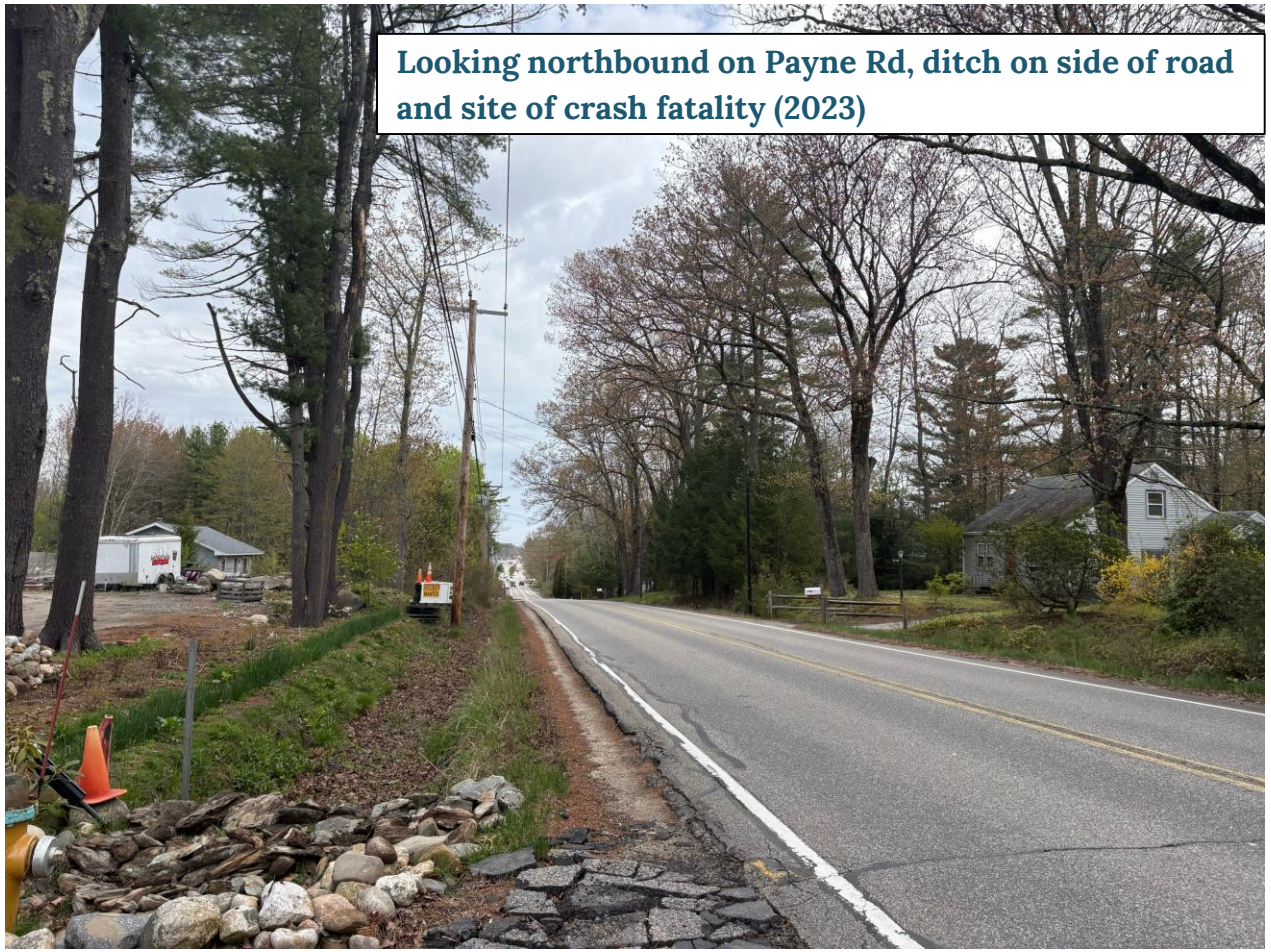
Looking westbound from Two Rod Rd across Payne Rd intersection

Payne Rd looking southbound at Two Rod Rd

Payne Rd looking northbound at Two Rod Rd

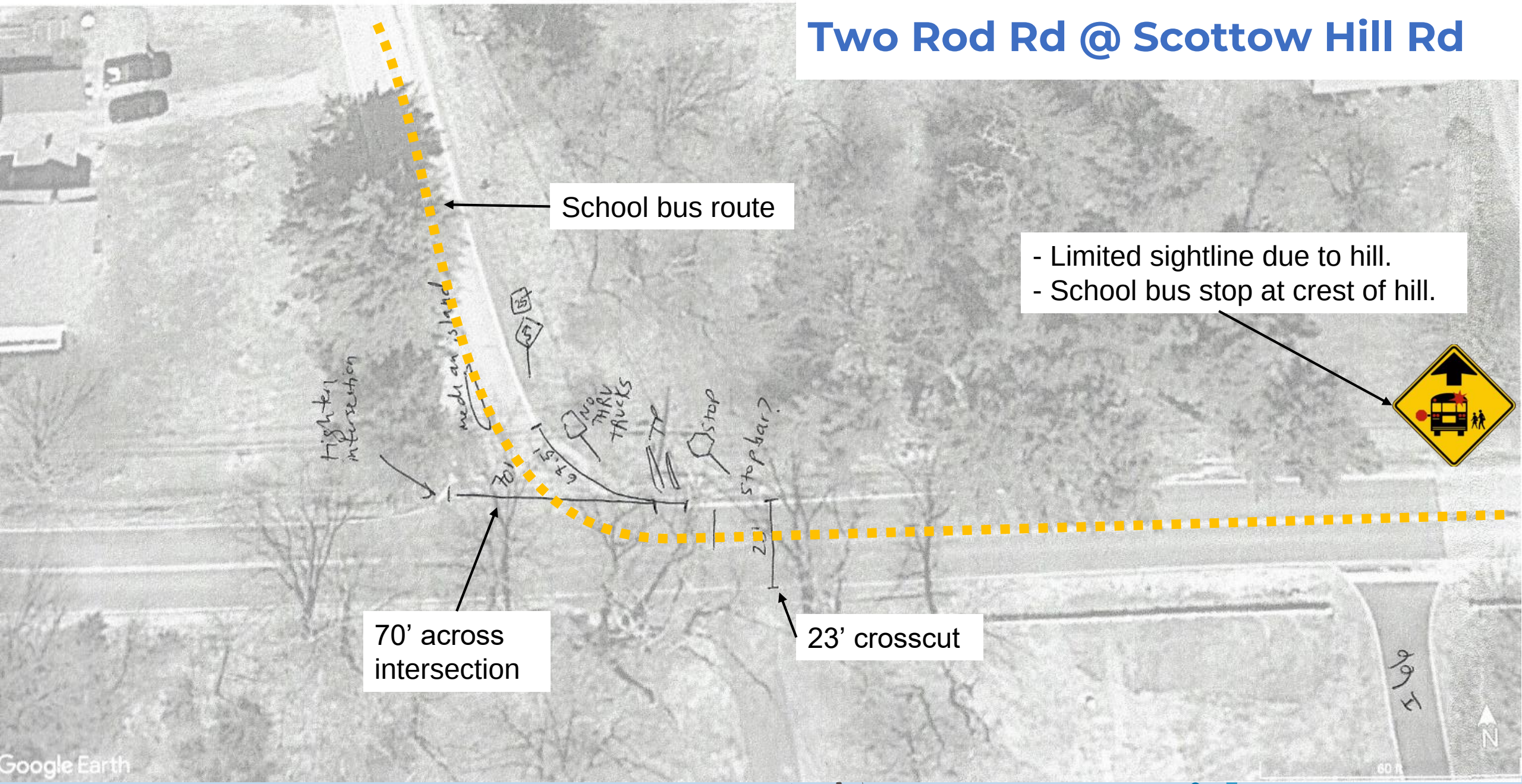
Payne Rd @ Two Rod Rd

Looking southwest from Two Rod Rd across Payne Rd intersection, wide curb radius.



Looking northbound on Payne Rd, ditch on side of road and site of crash fatality (2023)

Two Rod Rd @ Scottow Hill Rd



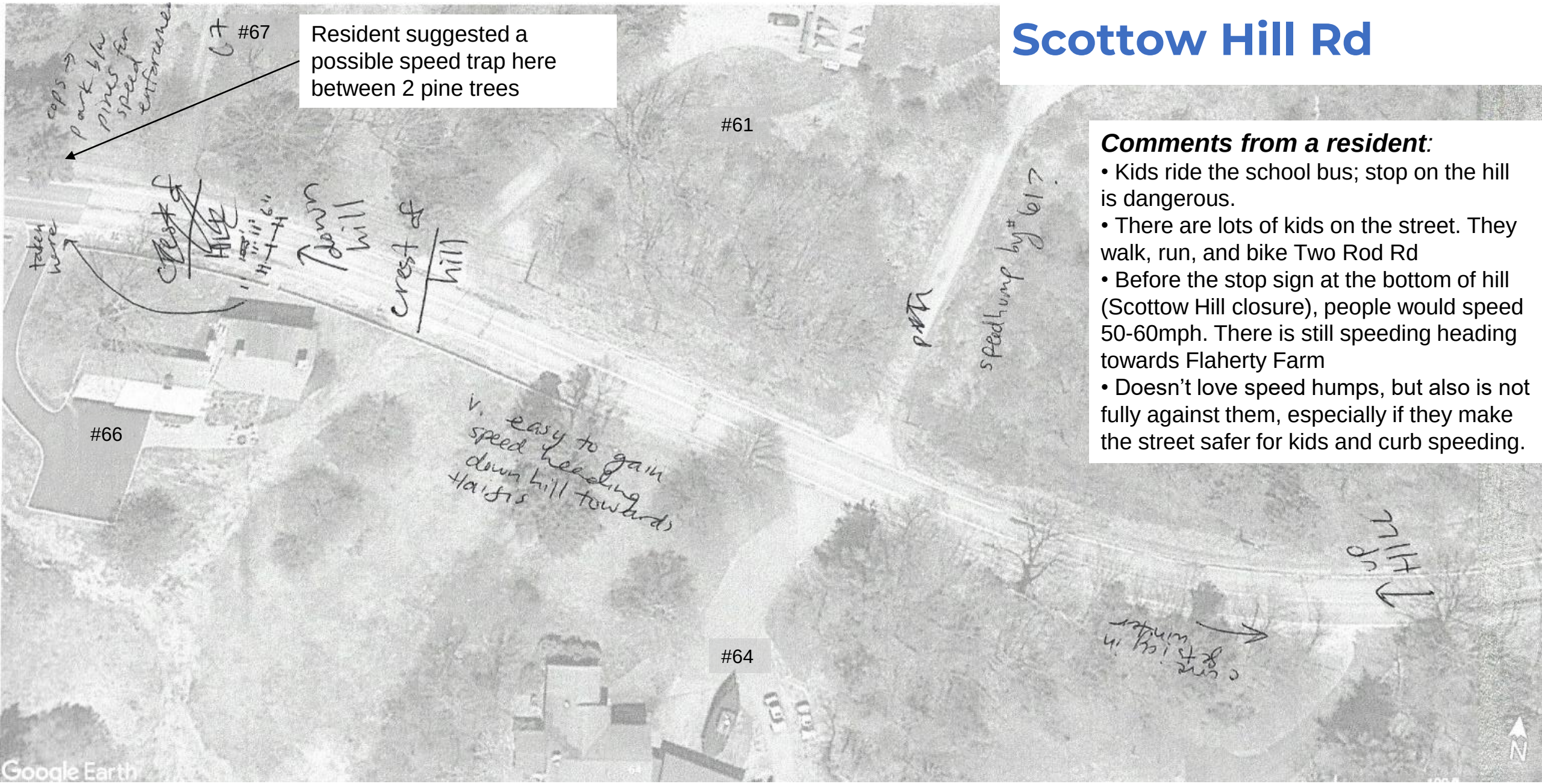
Two Rod Rd @ Scottow Hill Rd

Scottow Hill Rd Closure and Two Rod Rd

Scottow Hill Rd eastbound at Two Rod Rd

Two Rod Rd from Scottow Hill Rd

Scottow Hill Rd



Comments from a resident:

- Kids ride the school bus; stop on the hill is dangerous.
- There are lots of kids on the street. They walk, run, and bike Two Rod Rd
- Before the stop sign at the bottom of hill (Scottow Hill closure), people would speed 50-60mph. There is still speeding heading towards Flaherty Farm
- Doesn't love speed humps, but also is not fully against them, especially if they make the street safer for kids and curb speeding.

Scottow Hill Rd @ Haigis Pkwy

Challenging sight lines here for a pedestrian due to tall reeds close to road

Nearby trail connection to the Eastern Trail across Rt 1. Potential for creating a separated, safe connection to trail from residential area.

Scottow Hill Rd @ Haigis Pkwy

Scottow Hill Rd from Haigis Pkwy

Haigis Pkwy from Scottow Hill Rd

Haigis Pkwy at Scottow Hill Rd towards Rt 1

FINAL DRAFT CONCEPT DESIGNS

Payne Rd @ Two Rod Rd

Final Draft

Exiting from Two Rod Rd is challenging

- Hill with limited sight lines to the northeast

Recommendations

➔ Raised Speed Tables on approaches to intersection, northbound and southbound

➔ Add guard rails and signs to trees and posts to avoid swerving

➔ Raised Speed Table signage

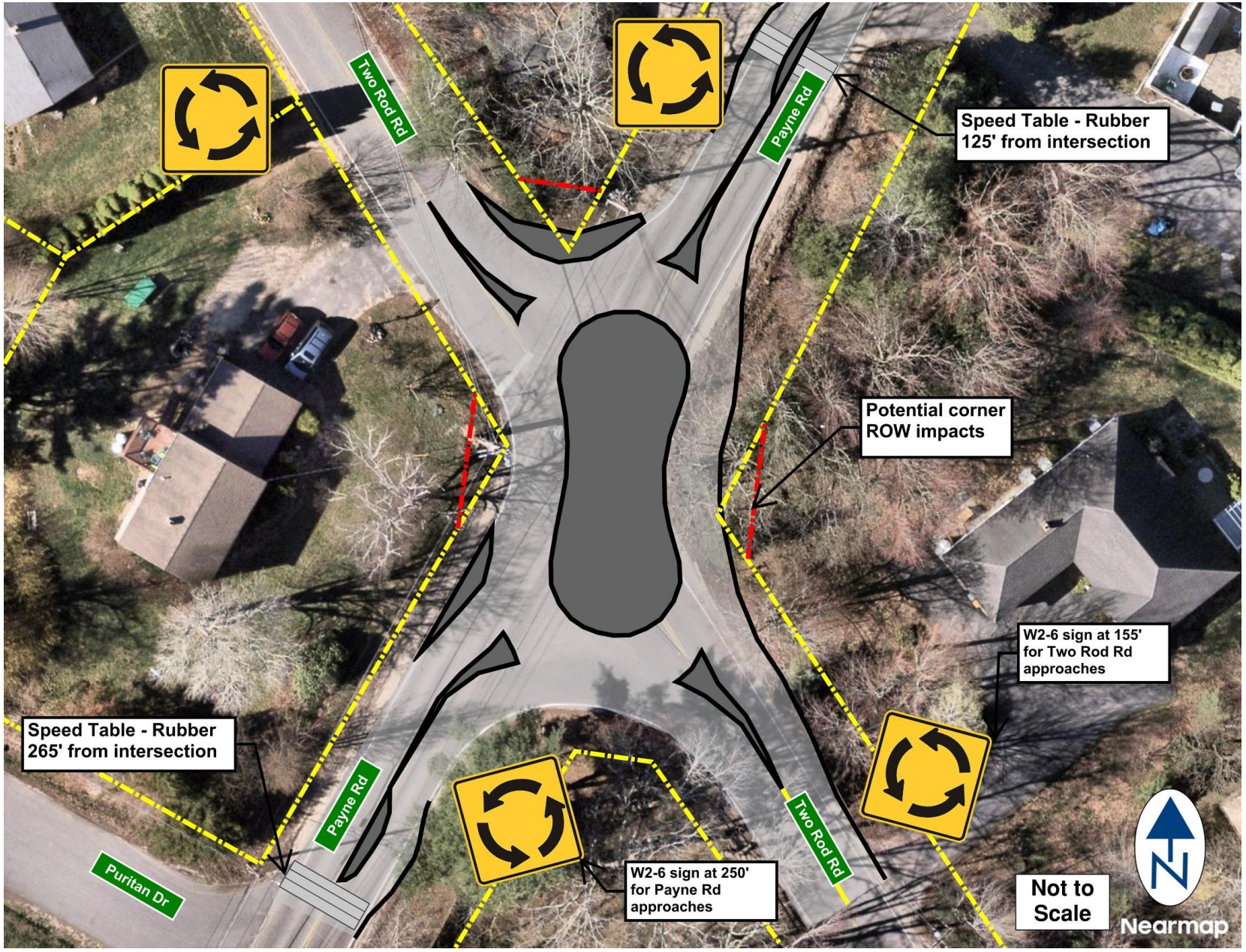
Payne Rd @ Two Rod Rd

Long-Term Roundabout

- Reduces speeds for all vehicles without requiring them to stop
- Reduces potential for all types of severe crashes
- Greater construction cost
- Likely requires corner clips for additional right-of-way or easements

Comments

- Want to add this to CIP for design, implementation



Two Rod Rd Straightaway (Payne to Whipple Ln)

Final Draft

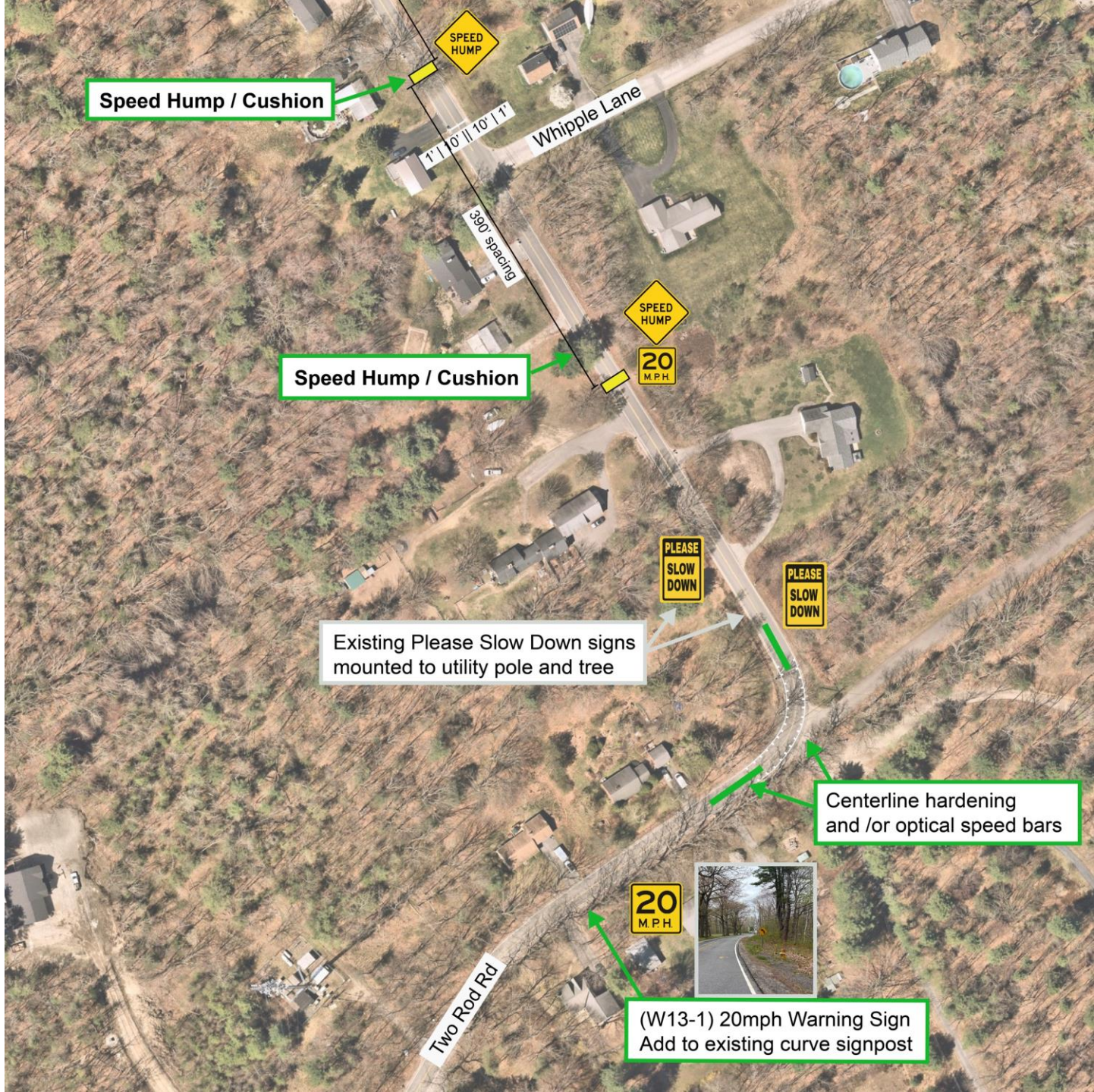
Recommendations:

- ➔ Speed humps or cushions along straightaway.
- ➔ Target spacing - 400ft between speed humps
- ➔ Typical spacing ranges 350ft – 450ft based on driveways, intersections, drainage, infrastructure, etc.

Two Rod Rd at the bend
(south of Whipple Ln)
Final Draft

Recommendations:

- ➔ Add speed humps or cushions along straightaway with signage
- ➔ Target spacing – 400ft between speed humps
- ➔ Typical spacing ranges 350ft – 450ft based on driveways, intersections, drainage, infrastructure, etc.
- ➔ Add W13-1, 20mph warning sign ahead of curve and speed humps, in both directions
- ➔ Consider centerline hardening at curve approach and/or chevrons or optical speed bars

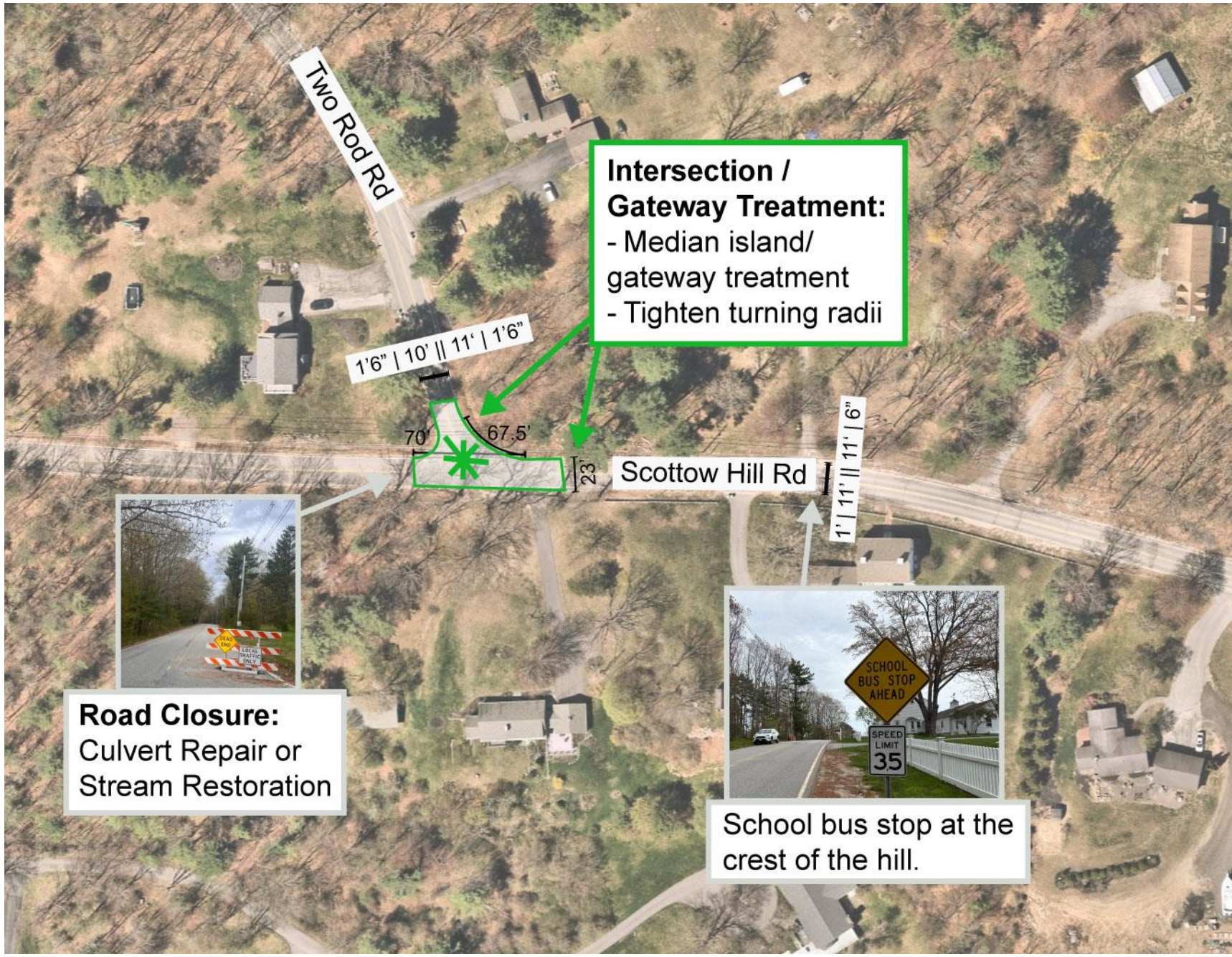


Two Rod Rd @ Scottow Hill Rd

Final Draft

Recommendations:

- ➔ Tighten turning radii
- ➔ Gateway treatment or median at entrance to Two Rod Rd
- ➔ Consider maintaining road closure
- ➔ Consider gateway treatment at Scottow Hill Rd and Haigis Pkwy
- ➔ Challenges for Scottow Hill Rd traffic calming include multiple grade changes, curves, and narrow right of way
  - Needs additional study for grades to consider speed humps or chicanes
  - Long-term considerations: sidewalks or shared use path to connect to Eastern Trail



Concept Plans Summary

Payne Rd @ Two Rod Rd Intersection

- Intersection/ Approach Options
  - Raised Speed Tables
  - Long-term Peanut Roundabout

Two Rod Rd

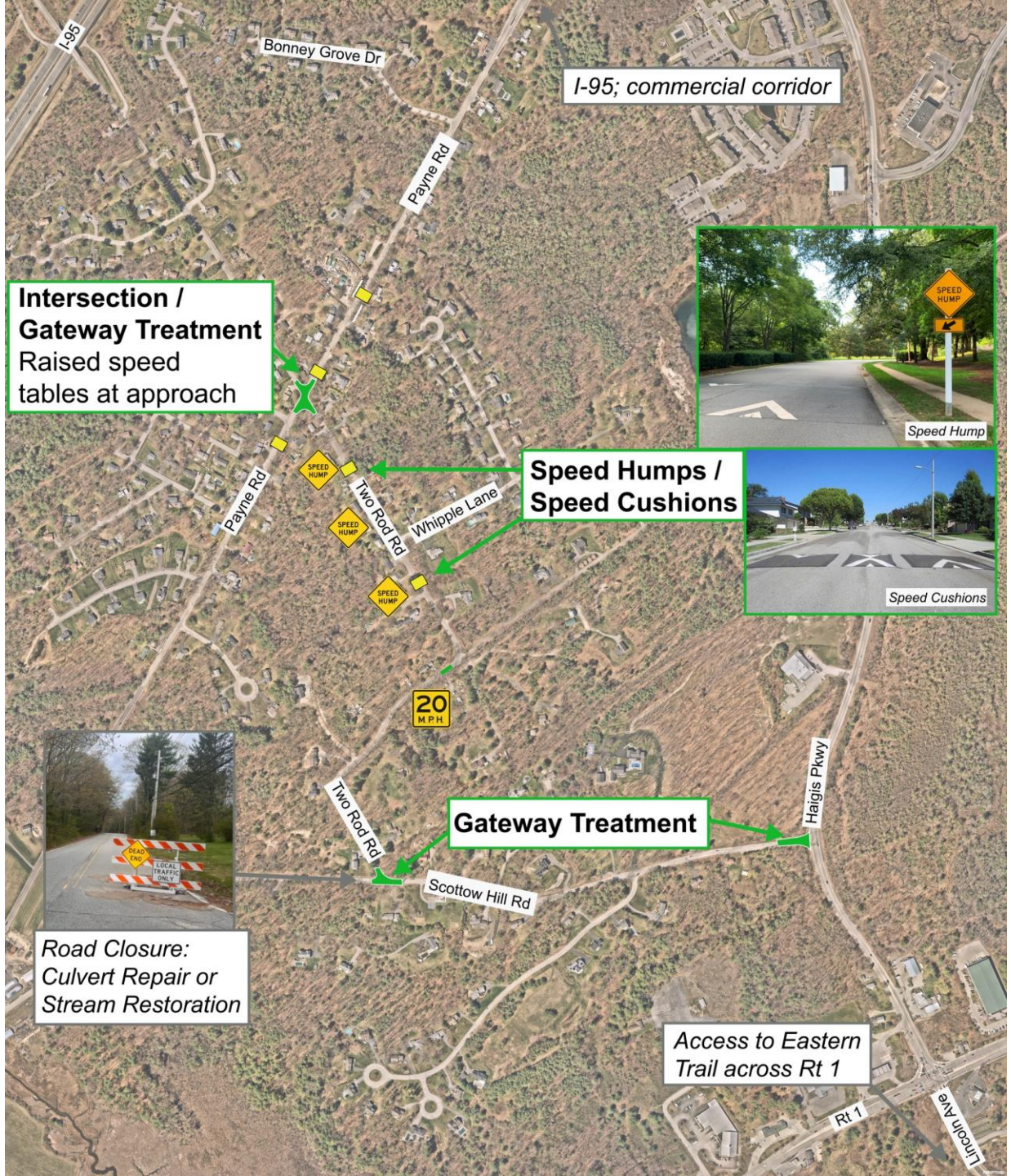
- Speed Humps or Cushions along straightaway, centerline hardening at bend

Two Rod Rd @ Scottow Hill Rd

- Gateway treatment, tighten turn radius

Scottow Hill Rd @ Haigis Pkwy

- Gateway treatment, needs additional study



Long Term Considerations

Scottow Hill Rd @ Haigis Parkway

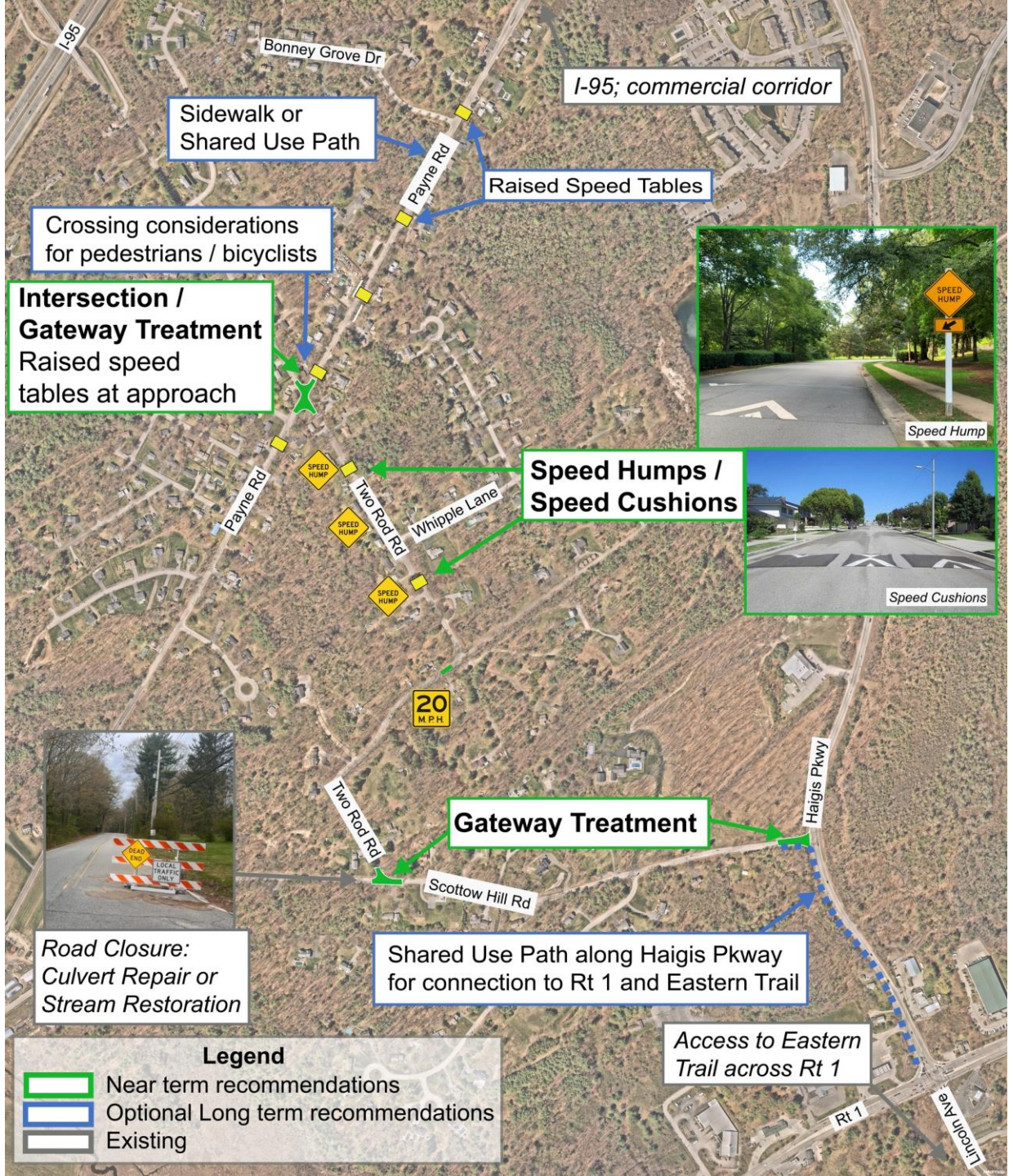
- Possible Shared Use Path connection to Rt 1 and the Eastern Trail

Payne Road

- Shoulder, sidewalk, or shared-use path enhancements
- Improved crossing at Two Rod
- Gateway treatments
- Additional speed table at Bonny Grove Drive

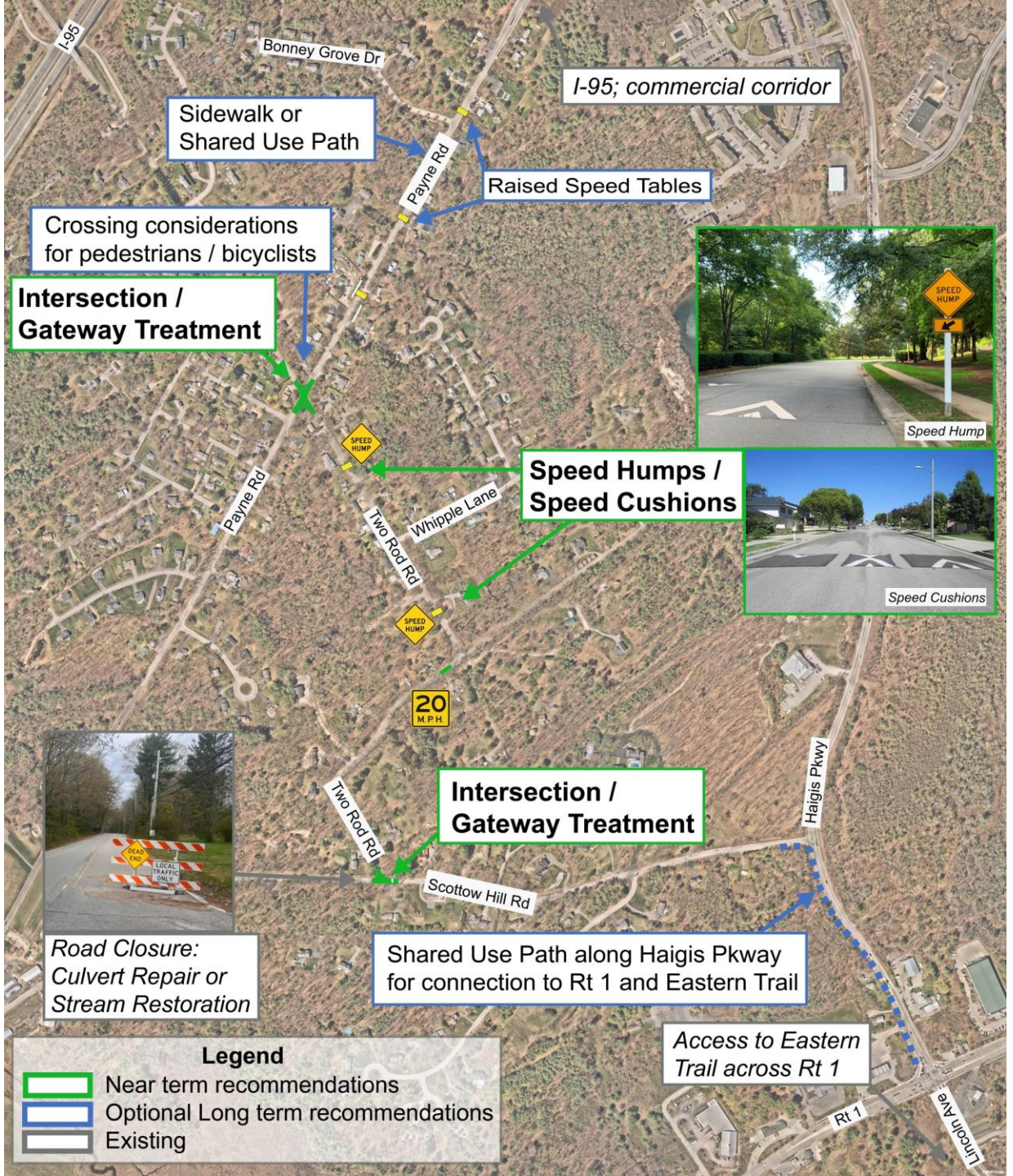
Scottow Hill Rd @ Payne

- Culvert Replacement – minimum and resilient options
- Culvert Removal and Stream Restoration – bypass option to mitigate traffic impacts



Discussion

- Preferred near-term option(s) to advance for implementation
- Preferred timeline for near and long-term implementation
- Next steps for culvert replacement options



DRAFT TRAFFIC CALMING CONCEPT

Payne Rd / Two Rod Rd / Scottow Hill Rd
Town Of Scarborough

June 2026

neighborwaysdesign

NELSON NYGAARD

TOWN OF SCARBOROUGH, MAINE

CONSIDERED BUT NOT RECOMMENDED

Payne Rd @ Two Rod Rd

Final Draft

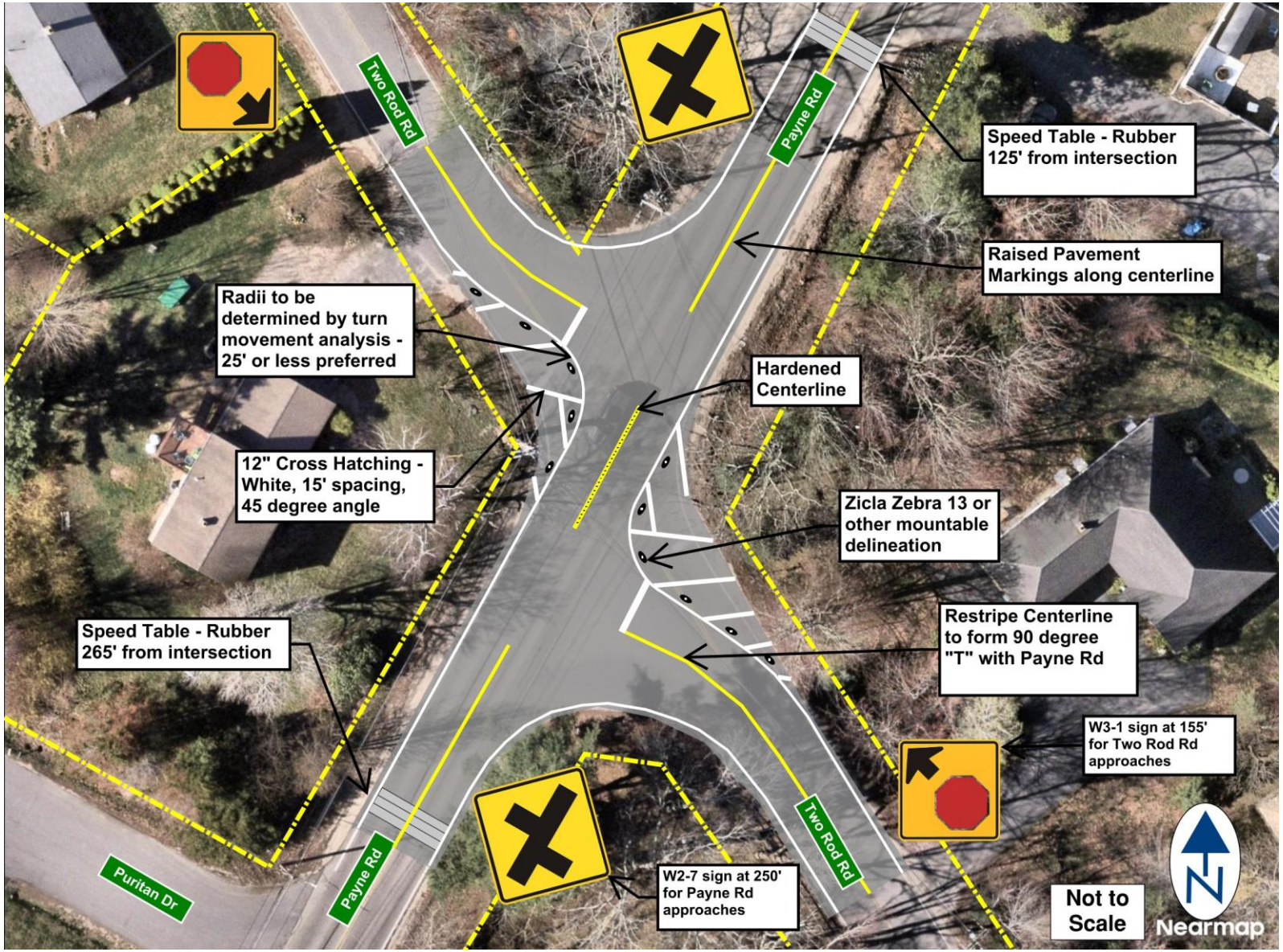
Considered but not recommended

Near-Term T

- Improves sight lines for drivers at stop signs
- Separates decision points for drivers going through on Two Rod Road
- Adds advance warning signage on Payne Road
- Potential long-term option could replace excess pavement with curb and landscaping

Comments

- Could be a demonstration/ pilot
- Would likely just be striping
- Armadillos could be ok, fire trucks can drive over
- Is hardening centerline an option?
- Route 1, rubber speed bumps (14") are holding up as a potential temporary option
- Can do centerline hardening in concrete
- Should show more details on pavement markings and materials



Payne Rd @ Two Rod Rd

First Draft

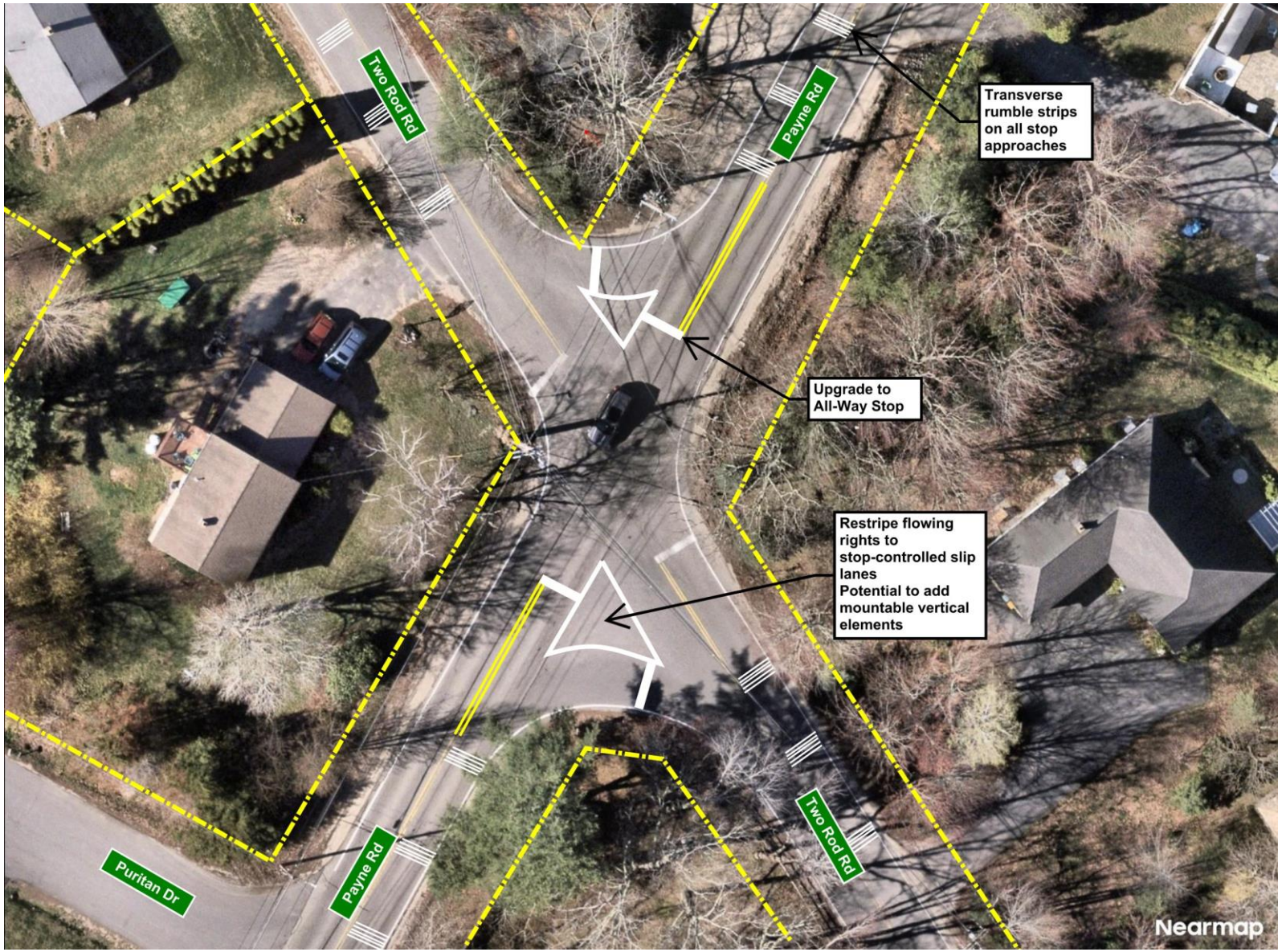
Considered but not recommended

Near-Term All-Way Stop

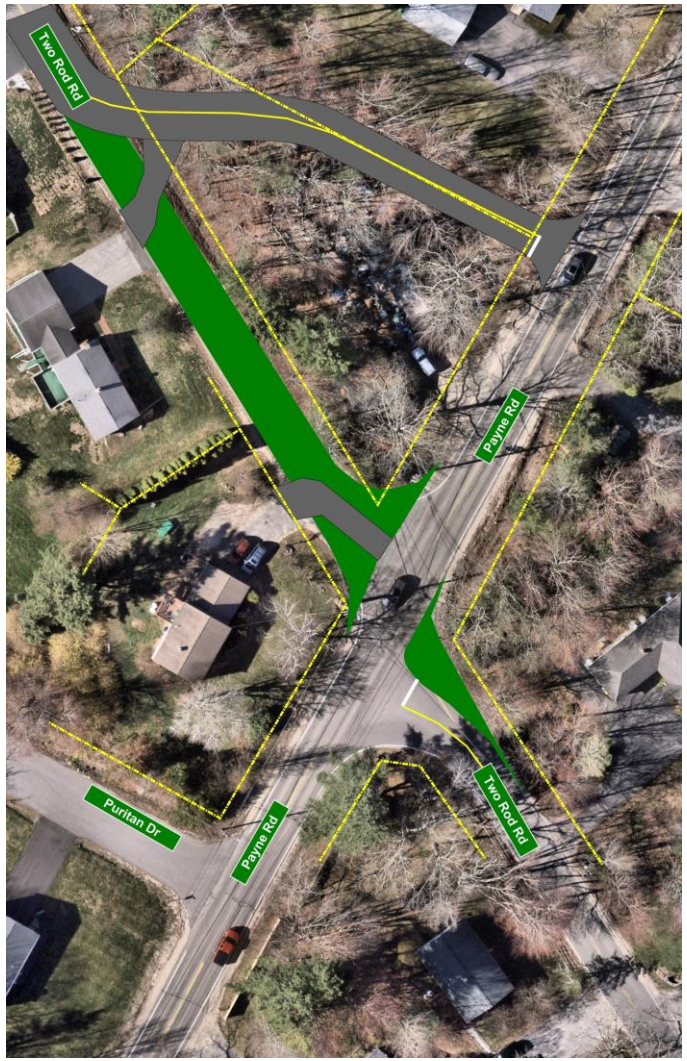
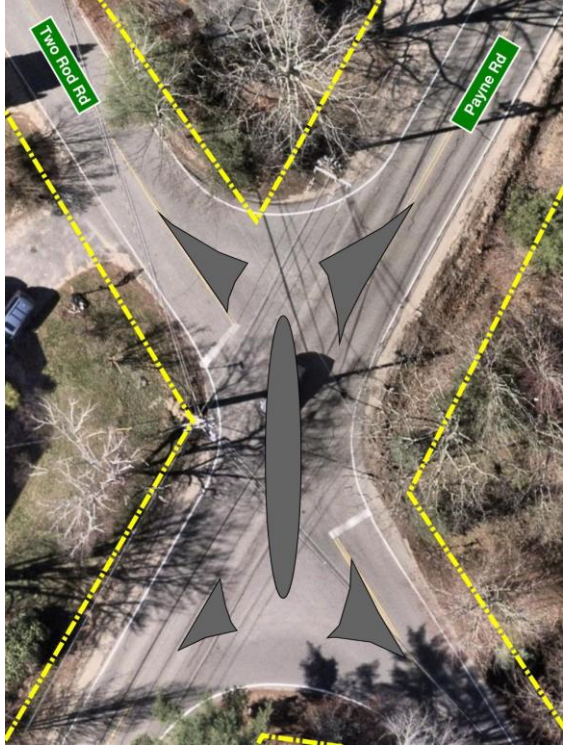
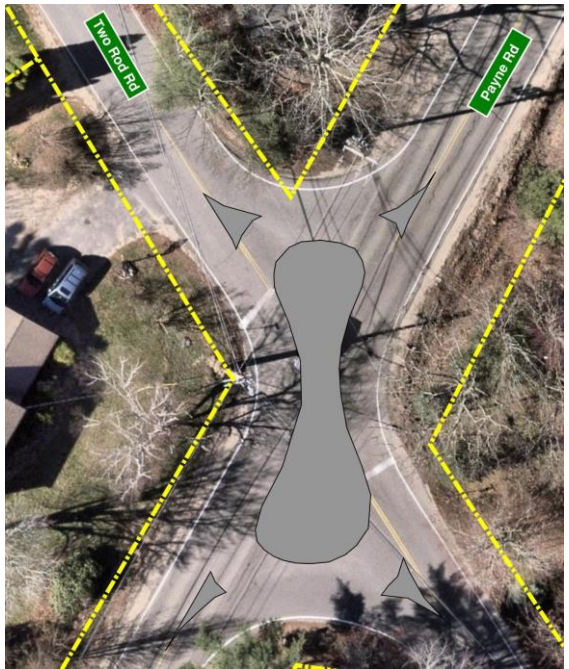
- Solves sight distance and multiple-threat conflict by making all traffic stop
- Adds advance warning measures on Payne Road approaches
- Would require warrant analysis

Comments:

- Not confident this will meet warrant analysis
- Concerned with rumble strip noise, visual optical bars could be a good substitute along curve



Payne Rd @ Two Rod Rd

Considered but not recommended

- Two Rod Rd realignment – requires significant ROW and construction
- Modular roundabouts within existing footprint – existing geometry does not allow for all movements to be made