

Scarborough Transportation Committee

Tuesday, March 24, 2026 6:30 – 8:00 PM
Scarborough Town Hall Council Chambers

https://scarboroughmaine.zoom.us/webinar/register/WN_99n2KR3sQKiUtoNM5kNdpA

Agenda

1. Call to Order & Attendance (6:30PM – 6:35PM)
2. Approval of Meeting Minutes February, 2026 (6:35 PM – 6:40 PM)
3. Metro Fixed Route & Micro Transit Review (6:40 PM – 7:00 PM)
 - a. Presented by Mike Tremblay, Greater Portland Metro Director of Transit Development
4. Maine DOT Route 1 Marsh Crossing Pilot Project (7:00 PM – 7:50 PM)
 - a. Presented by Ernie Martin, Maine DOT Project Manager
 - b. Pilot Project associated with the Rt 1 Marsh Crossing project to temporarily remove a northbound lane on Rt 1 crossing the marsh, in order to monitor and assess impacts for consideration of a permanent closure.
5. Public Comment (7:50 PM – 8:00 PM)
6. Adjourn (8:00 PM)

Next meeting – April 28, 2026 – Complete Streets & Traffic Calming Guidance Manual review by consultants, Safe Streets 4 All, and East Grand Ave Final Design Review

Upcoming meeting topics: Corridor Master Planning/Studies, Review of Community Survey Results, 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

Scarborough Transportation Committee

Tuesday, February 24, 2026

Meeting Minutes

1. Call to Order & Attendance

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

2. Approval of Meeting Minutes January 13, 2026

- Motion to Approve: Portia Hirschman
- Seconded by: Roger Beeley
- Approved: 5-0

3. East Grand Avenue Complete Streets Design Review

Staff presented the same information from the February 10, 2026 public meeting on the design of East Grand Avenue Complete Streets Project. Public comments have been received at the meeting 2/10/26 meeting, by email, and through the project page on the website. Staff reviewed the comments received to date.

Discussion took place regarding the location of the crosswalks, both existing and proposed. The design plans show the existing crosswalks at 11th St, Sea Rose Ln, and Granite St remaining and an additional 2 crosswalks located at 9th Street and Dover Ln being added. The discussion was focused on keep the existing in crosswalk locations that residents have become accustomed to and adding new crosswalks only in strategically located areas. This would allow for a realistic approach to where people may cross and not necessarily follow a sidewalk to a marked crossing. The committee chose to reinforce the crosswalk locations that are able to provide the ADA options needed in the corridor, while allowing others to cautiously cross as they are able near their homes, towards their destination, or where they have parked. The recommendation from the committee members was to install crosswalks at the following locations:

- 11th Street (existing)
- Sea Rose Lane (existing)
- Granite Street (existing)
- Oak Street (proposed to be the closest side street after turning off Pine Point Road as well as near the businesses on the corridor).

A figure with this new layout will be added to the project page and allow for public comment, which will be discussed at the next Transportation Committee meeting.

There was concerns raised about the proposed curb bump-outs, and not needing them in place during the winter months when traffic volumes are reduced. The Committee members

determined that going at lower speeds in this area regardless of the season or traffic volumes is beneficial for the neighborhood.

The Committee also heard concerns regarding the raised crosswalk. Questions were asked about winter operations, need for them in the winter months, and the ability for trailers or boats to be able to maneuver over them. Staff provided a photo of the raised crosswalk from the draft Complete Streets & Traffic Calming Guidance Manual. The raised crosswalk is proposed at 3 or 4 inches in height and tapers back a significant distance so that plows and trailers will have no issue going over them. The Public works Department has installed a similar speed table on Maple Avenue with no issues. Again, the committee members expressed that having traffic traveling at lower speeds is desirable year-round and provides added safety measures.

There was concern from the public on the elimination of 10 parking stalls on East Grand Avenue. There was further discussion related to business parking that may not be necessary, as the businesses have been closed. Angela will reach out to the Police Dept to provide guidance. It was also noted that the Chapter 601 Ordinance will be in front of the Ordinance Committee on 03/05/2026 and is open for the public to provide comments, which could include any requested changes.

Finally, a resident voiced concern with the transition for pedestrians navigating the sidewalk and then negotiating through the Pine Point Road intersection to each King Street. Staff explained that the scope of the project ends prior to the intersection, however we will discuss with the design consultant ways that we can enhance the sidewalks in the intersection to provide a safe crossing.

The Committee ended the discussion with next steps. An updated crosswalk plan will be added to the project page by 03/05/2026 based on the recommendation from the committee. There is a feedback portal on that page to allow for the public to comment and provide feedback. This portal will be open until 03/31/2026. In the meantime, this item will be included in the Town newsletter and posts on social media platforms to encourage participation. Comments will be compiled and the topic will be back on the Transportation Committee agenda on 4/28/2026 for final consideration.

4. Project Updates

a) Complete Streets & Traffic Calming Guidance Manual

Angela reviewed the handout in the packet that includes an overview of the elements that are incorporated into the Complete Streets & Traffic Calming Guidance Manual. Committee had no feedback for missing elements. Next step will be that the draft manual will be posted to the project page for public feedback and will appear on the April 28, 2026 Transportation Committee Meeting, when the consultants will do a review of the manual.

b) Scottow Hill Road

Staff reviewed slides from the Council Workshop presentation on February 4, 2026. The committee reviewed the three (3) alternatives that Town Council is considering:

- 1) Replacement of culverts with minimum
- 2) Replacement of culverts with resilient design, as recommended by the recently adopted Vulnerability Assessment. Staff will be applying for grant funding associated with this alternative, however the funds have not been secured.

- 3) Removal of the culverts and restoration of Beaver Brook, with the use of a MNRCP Grant that the Town has been awarded, however Council has not accepted yet.

Jen Ladd suggested that traffic counts be collected on Scottow Hill Road and Two rod Road to have as a baseline for any future improvements in the area.

Carol Gustovson (Scottow Hill Road resident) spoke to the committee that the recent Town Newsletter does not factually depict the concerns the neighbors have for the environmental and traffic impacts as well as the financial impacts that the replacement of these culverts would have on the town. She prefers the restoration option. They are seeing the positive result of the reduction in traffic volumes, even though her house is between Haigis Parkway and Tow Rod Rd. She is suggesting that there is a voice that is requesting the permanent closure scenario that needs to be equally presented in town correspondence to the public. She will be going door-to-door in her neighborhood to try to get them engaged in the conversation. Committee members suggested that a larger effort be made to the neighborhood to make sure they are aware of the conversation happening. Angela noted that she would convey this desire to staff liaison to the Communications Committee for them to discuss at their next meeting.

- c) Eastern Trail Close the Gap
The Bridge over nonesuch River was set in place in December 2025. The large railroad bridge crossing and planned for April 2026. The project is ahead of schedule.
- d) Safe Streets 4 All
New demonstration project being designed for route 1 at Little Dolphin as well as Route 1 at Hannaford Dr. This project is intended to improvement pedestrian safety in the Route 1 corridor. GPCOG will be coming to an upcoming Transportation Committee meeting to review this project with the group. They are planning for a June or July implementation schedule for the temporary features.

5. Public Comment

Public Comment was received from Carol Gustovson. Her comments are included in the Scottow Hill Road discussion above.

Stanis mentioned the Maine DOT 3-year work plan that was released. This is a lower overall amount being distributed to the region, however there are opportunities to partner with DOT on design projects to implement Complete Streets. The Committee recommended that the Town be proactive in our approach to DOT and look for ways to expand and enhance on their projects with local funds. The DOT construction projects have been added to the Transportation Map on the Engineering Page for residents to see the upcoming projects. The Design-only projects however are not posted on that construction map. It was suggesting that we let residents know that there is funding for some projects in Scarborough in the next newsletter or in social media posts.

6. Adjourned at 9:16 PM

To: Thomas Hall, Town Manager, Town of Scarborough
Angela Blanchette, Town Engineer, Town of Scarborough

From: Mike Tremblay, Director of Transit Development, Greater Portland Metro

Date: March 17, 2026

Subject: Transportation Committee – Greater Portland Metro Expansion to Scarborough

Dear Angela,

Greater Portland Metro is planning a service expansion to Scarborough in the summer of 2026. As you know, this service expansion is jointly funded using state, federal, and local dollars, on a pilot basis. The service expansion will include a traditional fixed-route bus service, with stops located approximately every ¼ mile; and an on-demand “microtransit” zone, serving much of the Town east of I-95.

Fixed Route Bus Service

Service Profile

Metro’s new Route 25 bus service will operate between downtown Portland and Oak Hill in Scarborough, extending along Scarborough Downs Road to the Exit 42 Park and Ride plaza. In Portland, Metro plans to begin service at our customer service office at 21 Elm Street, providing passengers with an easy option to ask questions, purchase passes and stored value, and receive other customer service. The route will serve the VA Outpatient Clinic on West Commercial Street before using the Veterans Bridge to access Main Street in South Portland, proceeding directly along Route 1 into Scarborough. Metro will directly serve the Scarborough MaineHealth campus on most/all trips while the campus is open, typically 7am-6pm on weekdays. Route 25 will serve stops along Route 1 between MaineHealth and the municipal campus. Finally, the route will serve Scarborough Downs Road and Market Street, and most trips will continue to the Exit 42 Park and Ride plaza.

Metro plans to launch this service with a frequency of approximately every 45 minutes, from about 6:00am to 10:00pm, Monday through Saturday, with more limited hours of operation on Sunday. This is subject to change as the schedule and the needs of the community continue to be refined.

Bus Stops

Metro will utilize existing Biddeford Saco Old Orchard Beach Transit (BSOOB) bus stops along US Route 1 in Scarborough. Additionally, Metro is planning to stop within the Scarborough MaineHealth campus, similar to BSOOB service does today, as well as along Scarborough Downs Road and Middle Road within The Downs development, and at the Exit 42 Park and Ride and/or Cabella’s.



We are proceeding with our engineering consultant to advance designs for several stops along Route 1 and Scarborough Downs Road in order to improve the access, safety, and operability of buses along the new service. Metro will continue to work with staff on the progress of these stop improvements over the course of 2026 and, if necessary, beyond.

In Portland and South Portland, Metro will utilize existing Metro bus stops. A small number of bus stops will need to be added or modified to accommodate the service.

Route Considerations

Several outstanding questions have yet to be resolved for the new fixed route service. These items include:

- *Interservice Transit Hub* – Metro, BSOOB, and Town staff are working towards identifying one or more locations where transit users may comfortably, safely, and accessibly transfer between transit services, including Metro’s new Route 25, Metro Connect microtransit service, and BSOOB’s Route 60 service.
- *Hannaford Drive service* – Metro is considering providing more direct service to Hannaford Drive and possibly Gorham Road. This would require a deviation from the primary Route 1 corridor, which adds travel time and complexity; however, this may be a worthwhile trade-off in order to provide more direct service to high-ridership destinations like Hannaford. Metro is seeking guidance from the Transportation Committee, the public, and Town staff before making this determination. It is possible that this deviation could be added at some point after the service is launched.
- *Level of Service to Exit 42 Park and Ride* – Service to the Exit 42 Park and Ride will allow regional use of Route 25 for anyone with access to a car, and provide a suitable place for people to park and ride to access the regional transit network. The additional distance required to the Park and Ride adds travel time and mileage to the route, which translate to additional cost and potentially lower route frequency. Metro may consider operating to the Park and Ride for most/all trips, or instead focus service to the Park and Ride on select trips only. Metro is seeking guidance from the Transportation Committee, the public, and Town staff before making this determination. It is possible that service to the Park and Ride could be increased or decreased at a later date, based on ridership, public feedback, and performance of the route.
- *Level of Service to MaineHealth Scarborough campus* – Serving the MaineHealth Scarborough campus provides direct service to a regional healthcare need, with more convenient levels of service than have been provided to date. However, serving the site directly adds travel time for through passengers and has possible impacts on service frequency. Metro expects to operate within the MaineHealth site for every trip while the campus is open to the public and to employees, skipping the site altogether on nights and weekends. As an alternative, serving the site with more select trips would improve route speed on trips that do not serve the campus, at the expense of added complexity. Metro may also make a more direct route through the site, with fewer stops, than BSOOB’s Route 60 service, if practical. Metro seeks guidance from the Transportation



Committee, Town Staff, the public, and MaineHealth on this topic. Metro will also work with Maine Health to identify one or more primary stops within campus, so that the most direct route through campus may be maintained.

Microtransit Service

Metro plans to launch its Metro Connect microtransit service ahead of, or simultaneously alongside, our Route 25 fixed route service. Microtransit service is an on-demand, “curb to curb” service that has no fixed route, but is dispatched where rides are requested. Rides can be booked ahead of time or on demand, and riders can choose to be picked up as soon as possible, or arrive by a specific time. Passenger trips are grouped together when possible.

The three primary factors in determining the capacity of a microtransit system are as follows:

- *Ridership* – Unlike fixed route services, microtransit is particularly sensitive to ridership. Vehicles have a specific seated capacity, typically three to four times smaller than a fixed route bus, with no standees allowed. And, because passengers may be riding across a wide geographic area, the travel time of each individual passenger is affected directly by the number of other passengers using the service at the same time. While robust ridership is certainly a goal for microtransit, there are certainly scenarios where heavy ridership leads to worse overall service. For these reasons, Metro is committed to designing our Scarborough service to have as many people as practical use the fixed route bus route rather than microtransit, so that microtransit remains available for those trips that are not duplicated by the new Route 25.
- *Zone Size and Geography* – The larger and more complex the microtransit zone, the more travel time that may be needed to complete a given trip or group of trips. This means small, compact zones will be easier to serve than large or sprawling zones. Metro considers the maximum travel time between likely trip origins and destinations when determining the zone size. In order to ensure that passengers have a positive experience, Metro does not size microtransit zones aggressively; instead, we will expand the zone size in the future if key performance indicators suggest that a larger area could be served efficiently.
- *Vehicles in operation* – The more vehicles operating in a given zone, the larger the zone can be while providing good levels of service, and the lower the wait times and travel times for passengers. Vehicles in operation is also the primary driver of the cost of the service; adding more vehicles to a busy microtransit zone will typically require careful planning and budgeting. As such, Metro will strive to avoid a situation where the number of vehicles in operation are insufficient for the demand and the size of the zone in question.

Considering these factors, Metro has planned a microtransit service that maximizes ridership potential within a conservatively sized zone focused on areas with the highest density of population and jobs. Metro plans to operate two vehicles during peak hours and one vehicle during off-peak periods.



Service Launch

Metro is committed to launching both fixed route and microtransit service in the summer of 2026. Metro is still determining an exact date for service launch based on availability of staffing.

Next Steps

Metro will be presenting information to the Scarborough Town Council on April 1, 2026, including an intergovernmental agreement (IGA) regarding future funding and other commitments to the service. Additional information on the items discussed herein may be provided at that time.

Ahead of the service launch, Metro is planning to provide at least one public meeting for Scarborough residents. We will also make ourselves available for “learn to ride” events and at existing Scarborough events to educate residents on the service and how to ride. We welcome any and all opportunity to educate and market ourselves to Scarborough residents, business, and visitors and do all we can to help Scarborough meet its transportation, affordability, and sustainability goals.



25 Downtown - Scarborough

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Draft Scarborough
On-Demand Zone

