

Scarborough Transportation Committee

Tuesday, March 24, 2026

Meeting Minutes

1. Call to Order & Attendance

Attendees: Jen Ladd (Chair - remote), Portia Hirschman (acting Chair), Craig Robinson, Tuck Barclay, and Roger Beeley, Stanis Moody-Roberts, Peter Frelinger, Jon Anderson joined late (item #4)

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

2. Approval of Meeting Minutes February 24, 2026

- Motion to Approve: Roger Beeley
- Seconded by: Peter Frelinger
- Approved: 7-0

3. Metro Fixed Route & Micro Transit Review

Mike Tremblay, Greater Portland Metro Director of Transit Development presented on Metro Connect, reviewing the fixed route and micro-transit service proposed in Scarborough. Mike reviewed the public outreach to date and provided a timeline to roll the services out in Scarborough. Fixed route buses would run every 45 minutes with bus stops along rt 1 from South Portland to Downs entrance, through the Downs to Haigis Parkway, and reverse direction at the Cabela's park & ride lot. Expansion of the fixed route was considered, however to start the micro-transit service will serve the residents more efficiently and can be expanded in the future. Public comment was received for this item. [See video recording.](#)

4. Maine DOT Route 1 Marsh Crossing Pilot Project

Ernie Martin, Maine DOT Project Manager presented on the proposed 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. The DOT has prioritized the Route 1 marsh crossing in Scarborough as one of the top resiliency projects in the State, due to the flooding that occurs during storm events, sea level rise, and storm surges. As part of the design process the Town provided feedback that residents have voiced a need for bike and pedestrian facilities along Route 1. The topic has been documented in many local and regional planning studies, as well as shown in the Town surveys. In order to accommodate the necessary infrastructure and balance the environmental impacts of the project, the roadway footprint needs to be minimized and therefore, DOT performed an analysis to show that the volumes on Route 1 (northbound) are at a level that the removal of one lane would not impact capacity or cause delays. Because driver behavior is a critical component of this analysis, the Town requested that a pilot project be looked into before permanent changes were implemented.

In order to show that this new configuration would work, the pilot project will need to simulate the highest volumes of traffic, which dictates the timing of the pilot to the summer months.

Curtis Thompson, Transportation Engineer in the Traffic Control and Operations Division of Maine DOT reviewed the data that brought them to this their findings. He also reviewed some of the criteria that would be analyzed and monitored during the pilot project to determine if it was a success or not.

Traffic detouring to other routes was brought up and another point to monitor and analyze the impacts of, as some traffic may be diverted onto the Maine Turnpike or Payne Rd rather than the Route 1 corridor.

Public comments were received, and the members of the committee asked questions. [See video recording.](#)

5. Public Comment

Public comments were received during the agenda item that they pertained to. No general comments were received for items not on the agenda.

6. Adjourn