October 23, 2025

Scarborough Complete Streets and Traffic-Calming Guidance Manual

Workshop

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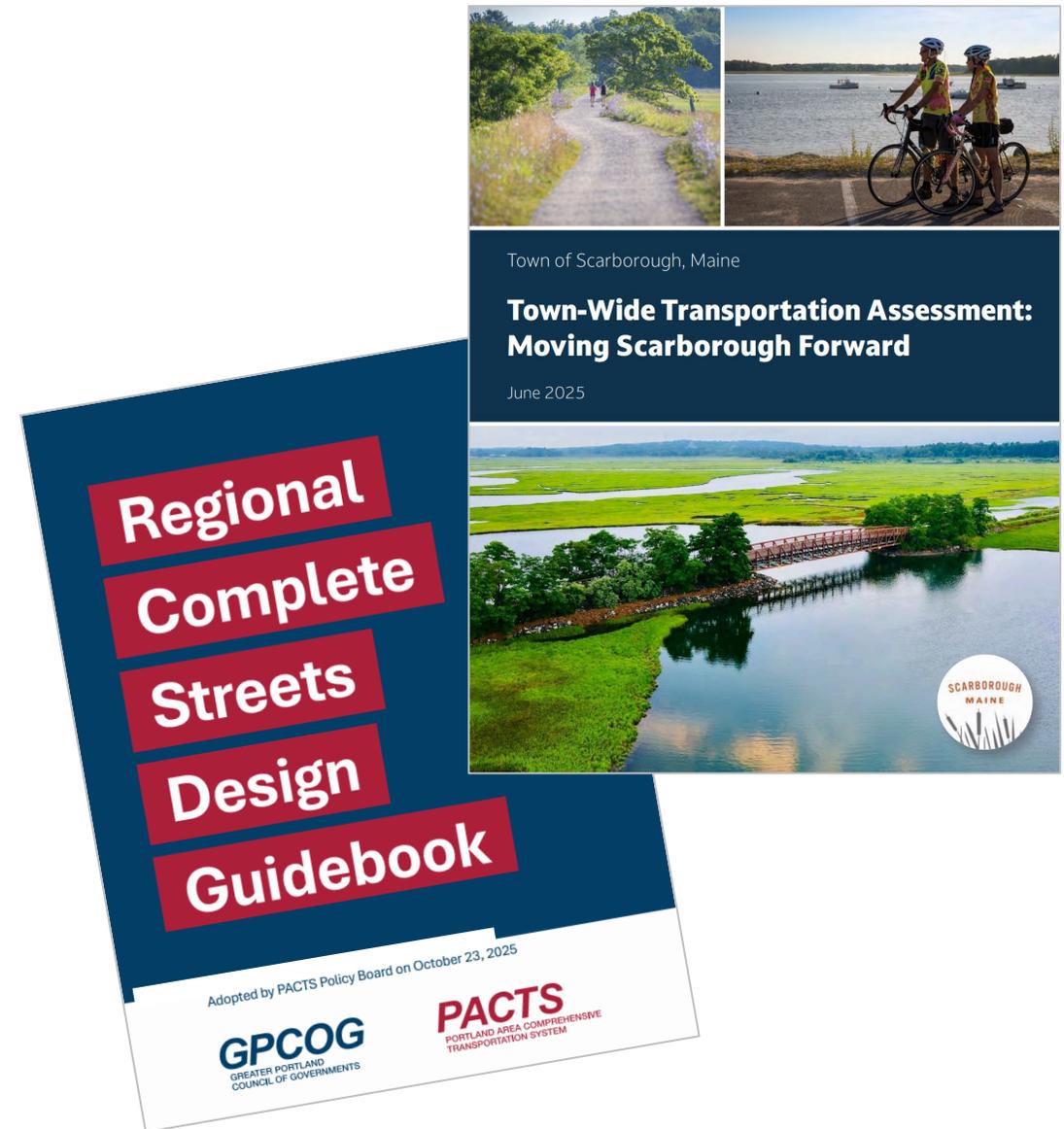Mosher Road in Gorham. Image Source: GPCOG

Agenda

1 Introductions

2 Project Background

3 Goals and Objectives

4 Project Overview

5 Regional Complete Streets Design Guidebook

6 Scarborough Manual

Image Source: Town of Scarborough

Project Background

- Scarborough adopted a Complete Streets Policy in 2016.

- The Town's 2021 Comprehensive Plan includes complete streets community vision.

- Scarborough adopted a Traffic Calming Policy in early 2024 outlining a process for traffic calming requests.

- The 2025 Town-Wide Transportation Assessment ensures investments are consistent, appropriate, and based in complete streets principles.

- Requests for **traffic-calming** measures in Scarborough have increased in recent years.

- GPCOG/PACTS recently completed a draft **Regional Complete Streets Design Guidebook**

Town of Scarborough, Maine

Town-Wide Transportation Assessment: Moving Scarborough Forward

June 2025

Regional Complete Streets Design Guidebook

Adopted by PACTS Policy Board on October 23, 2025

GPCOG
GREATER PORTLAND
COUNCIL OF GOVERNMENTS

PACTS
PORTLAND AREA COMPREHENSIVE
TRANSPORTATION SYSTEM

Project Background

In response to community focus on traffic calming,
the Town is developing a
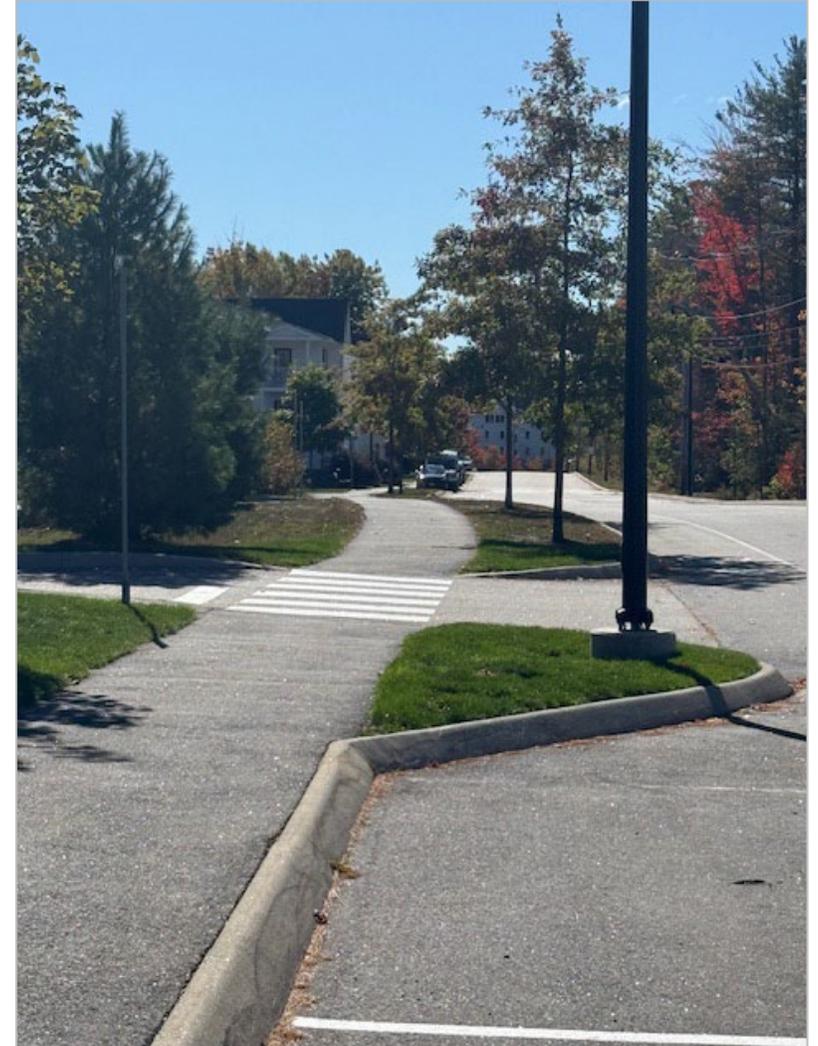
Complete Streets and Traffic-Calming Guidance Manual

What is a Complete Street?

Complete streets are streets for everyone.

- They balance vehicles, pedestrians, and other users to improve safety and access;

- And provide efficient connections between home, school, work, recreation, and commercial centers.

Beacons flash above the arrows to instruct drivers to yield in Biddeford. Image Source: GPCOG


Pedestrian infrastructure in Scarborough. Image Source: Town of Scarborough

Goals and Objectives for Scarborough's Complete Streets and Traffic-Calming Guidance Manual

- Develop **design guidance** that promotes safer, more complete streets and outlines the benefits and tradeoff of traffic calming

- Craft a framework for developers to **support consistent complete-streets implementation**

- **Balance priorities** for right-of-way allocation

- **Ensure safety** remains the top priority for all modes of transportation

Project Overview

- Compatibility with Local, Regional, and State Plans and Policies

- Stakeholder Engagement

- Data & Mapping

- Complete Streets Framework

- Traffic-Calming Toolbox
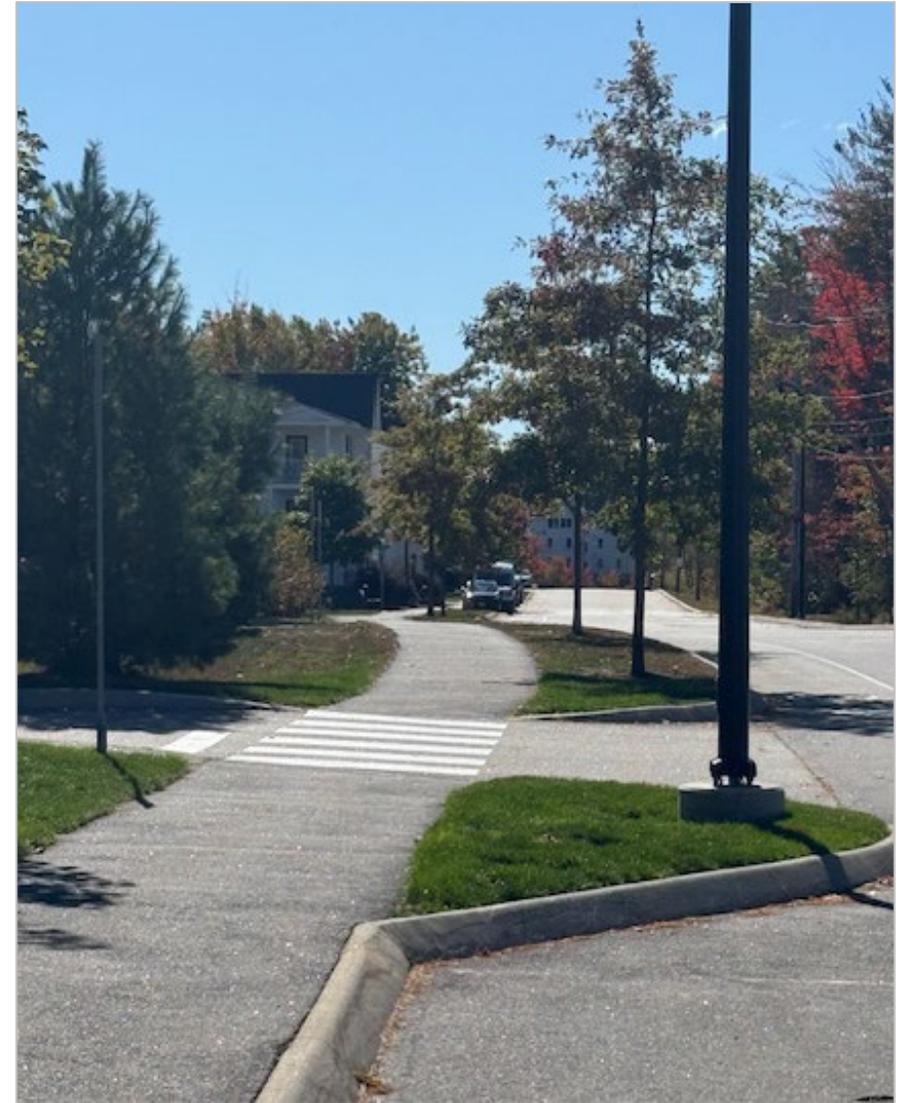
Sidewalk and crosswalk in Scarborough Downs.
*Image Source: Town of Scarborough*

An Inside Look at GPCOG's Guidebook

Chapters

1. **Introduction** – background, goals and principles

2. **Policy and Planning** – relevant policies, plans, programs, and reference material

3. **Complete Streets Map & Methods**

4. **Street Types** – a design framework, that highlights preferred roadway design, modal priorities, and design tradeoffs

5. **Complete Streets Treatments** – descriptions, benefits, and photos

6. **Project Development** – describes the process for planning and implementing complete streets projects.
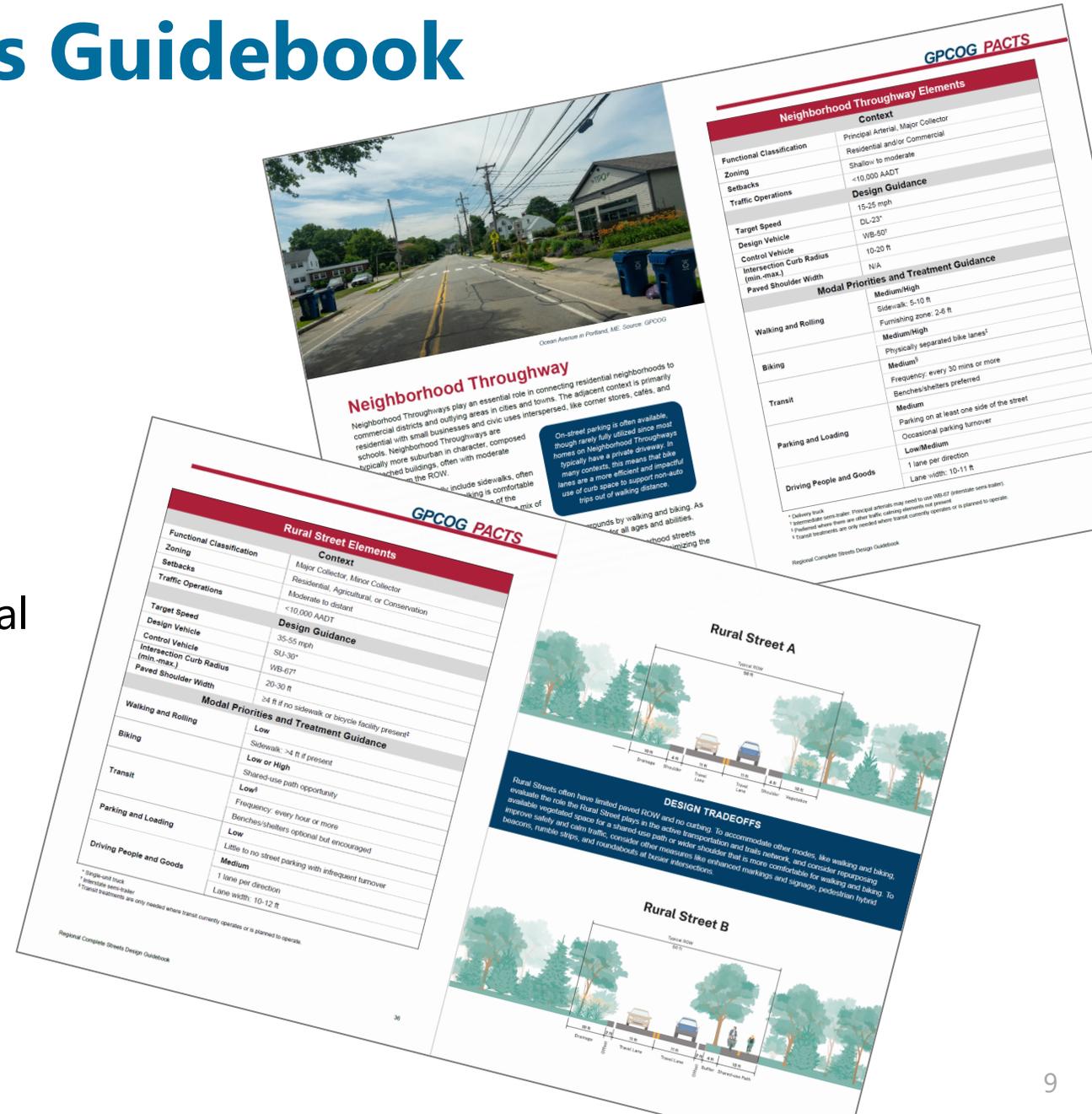
The GPCOG Guidebook's Complete-Streets Map
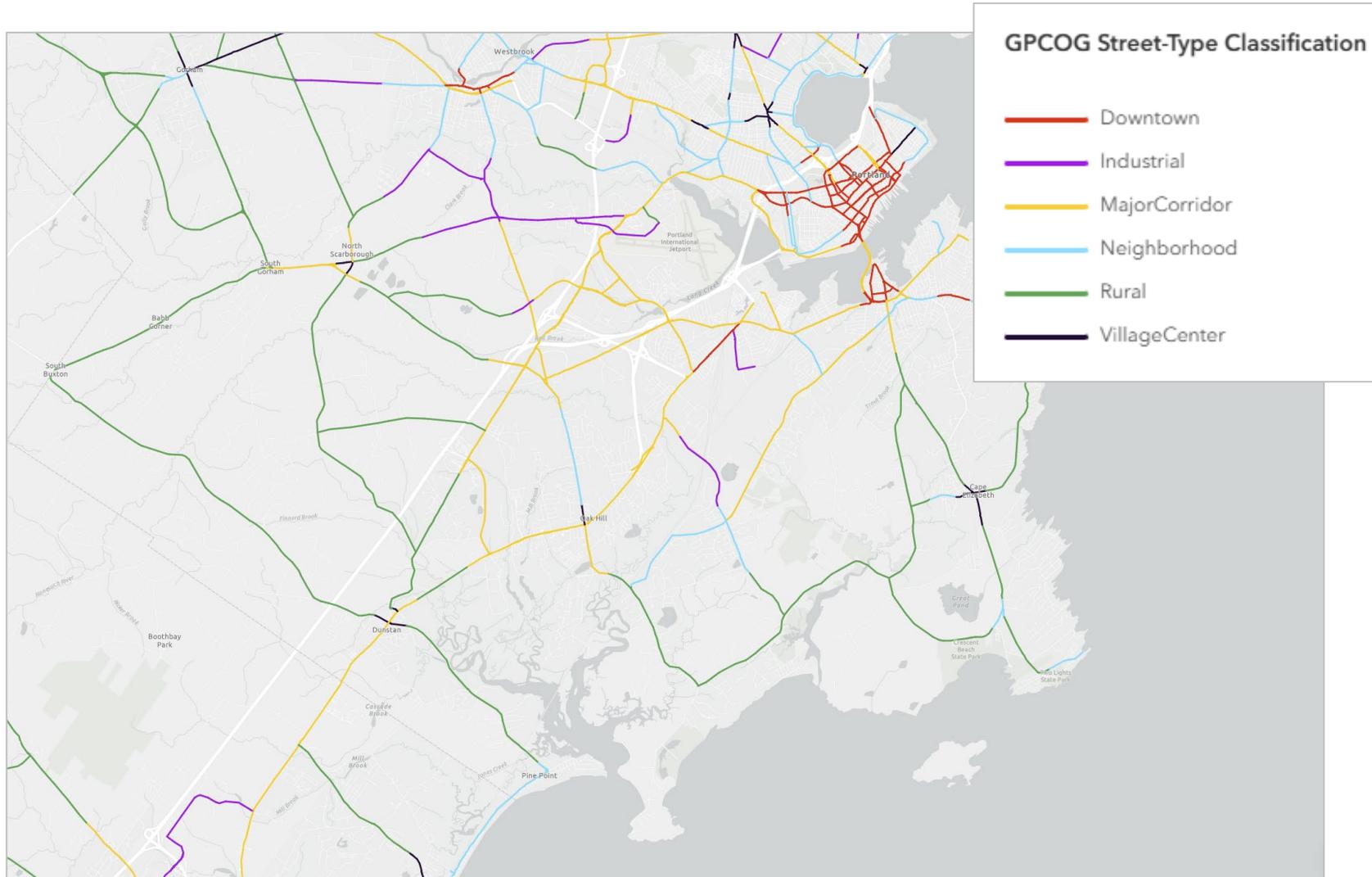
GPCOG Design Guidance

- **Design guidance includes**
  - Description of types of roadways
  - Roadway design guidance on speeds and right-of-way allocation

  - **Modal priority/treatment guidance**
  - A summary of the primary design tradeoff and how that impacts design choices

Modal Priorities and Treatment Guidance	
Walking and Rolling	**Medium/High**
	Sidewalk: 5-10 ft
	Furnishing zone: 2-6 ft
Biking	**Medium/High**
	Physically separated bike lanes‡
Transit	**Medium**§
	Frequency: every 30 mins or more
	Benches/shelters preferred
Parking and Loading	**Medium**
	Parking on at least one side of the street
	Occasional parking turnover
Driving People and Goods	**Low/Medium**
	1 lane per direction
	Lane width: 10-11 ft

Neighborhood Throughway A

Scarborough Manual: Developing Street Types

▪ The Regional Guidebook informs the Complete Streets Framework

▪ **A few differences from the regional approach**

  – Unique neighborhood street types

  – Streets in rural areas provide important connections and have higher traffic levels

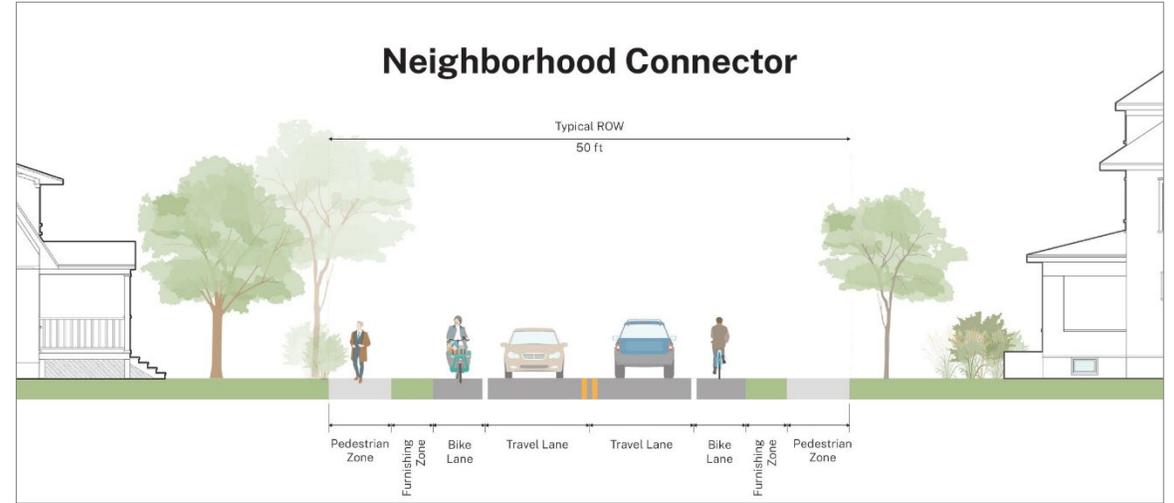 – Streets are less dense with limited mixed-use

Draft Street Types

▪ The street types serve as the framework for the manual outlining what traffic calming treatments are best suited to what streets and why.

  – **Neighborhood** *Three Types: Connector, Local, Beach*

  – **Village/Town** *Two Types: Connector, Town Center*

  – **Major Corridor**

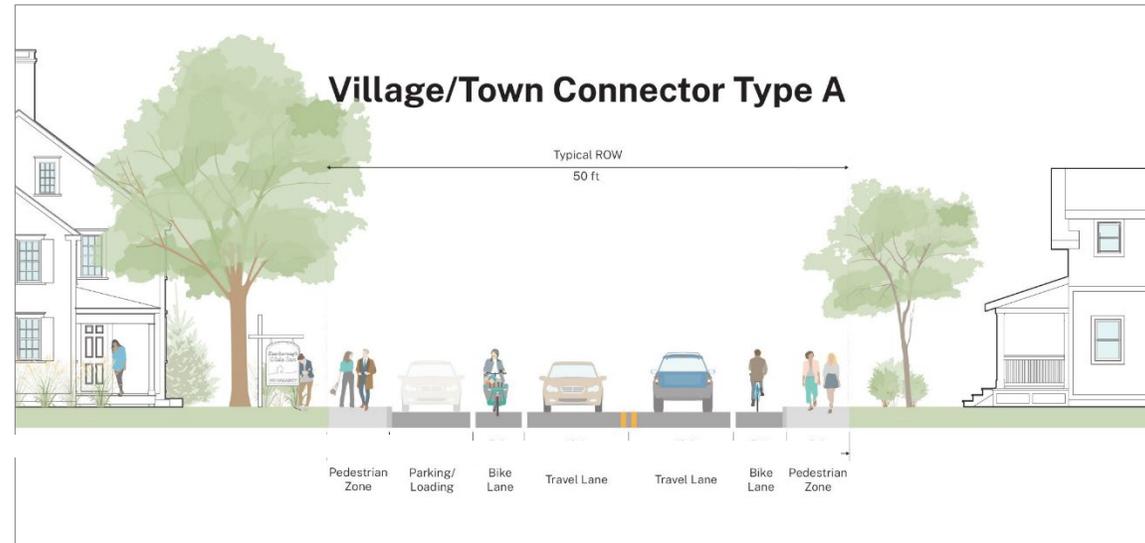 – **Rural Connector**

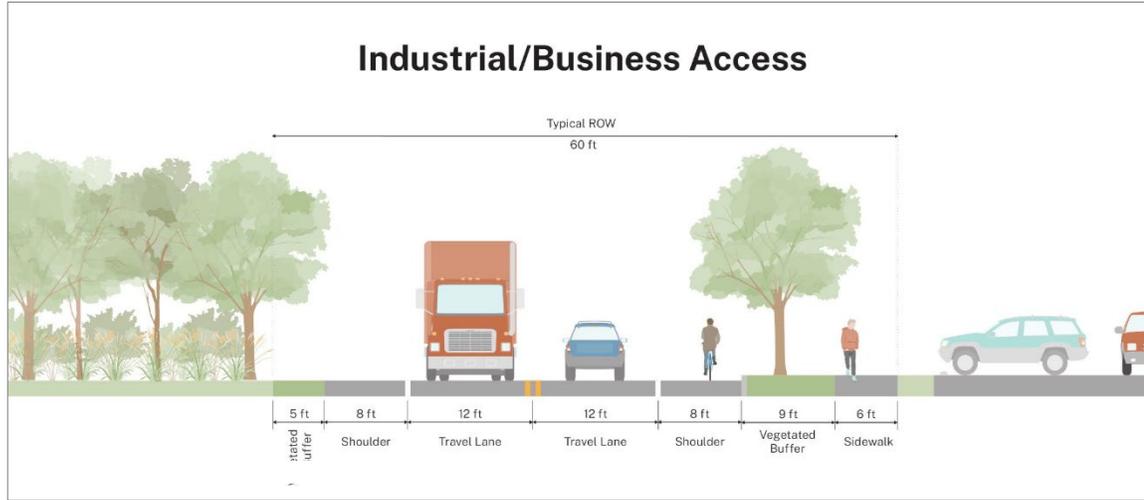 – **Industrial/Business Access**

Scarborough Proposed Street Types

Neighborhood Beach

Typical ROW
25 ft

Shared Travel Lane

Example Street: Pearl Street

Neighborhood Connector

Typical ROW
50 ft

Pedestrian Zone | Furnishing Zone | Bike Lane | Travel Lane | Travel Lane | Bike Lane | Furnishing Zone | Pedestrian Zone

Example Street: Fogg Road

Village/Town Connector Type A

Typical ROW
50 ft

Pedestrian Zone | Parking/Loading | Bike Lane | Travel Lane | Travel Lane | Bike Lane | Pedestrian Zone
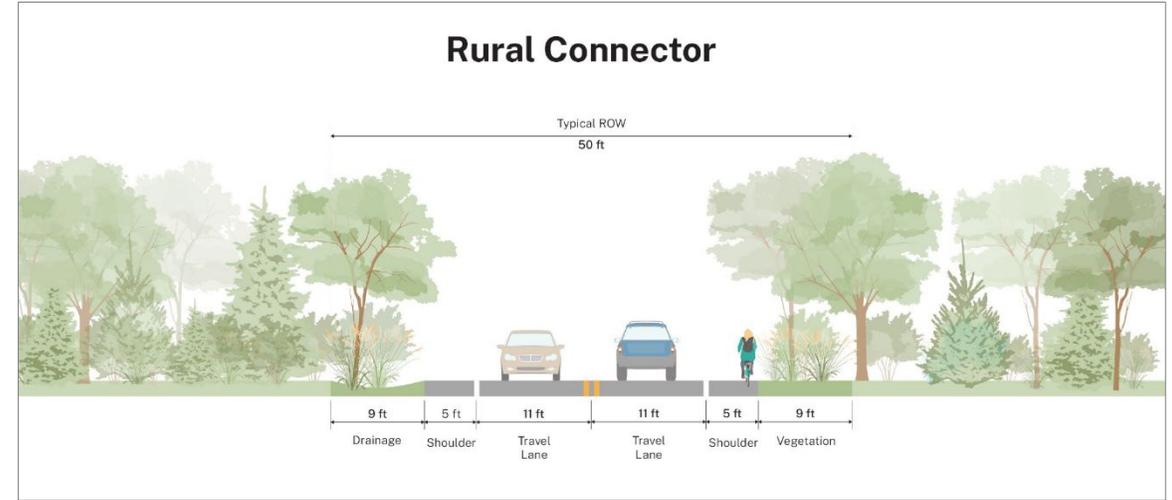
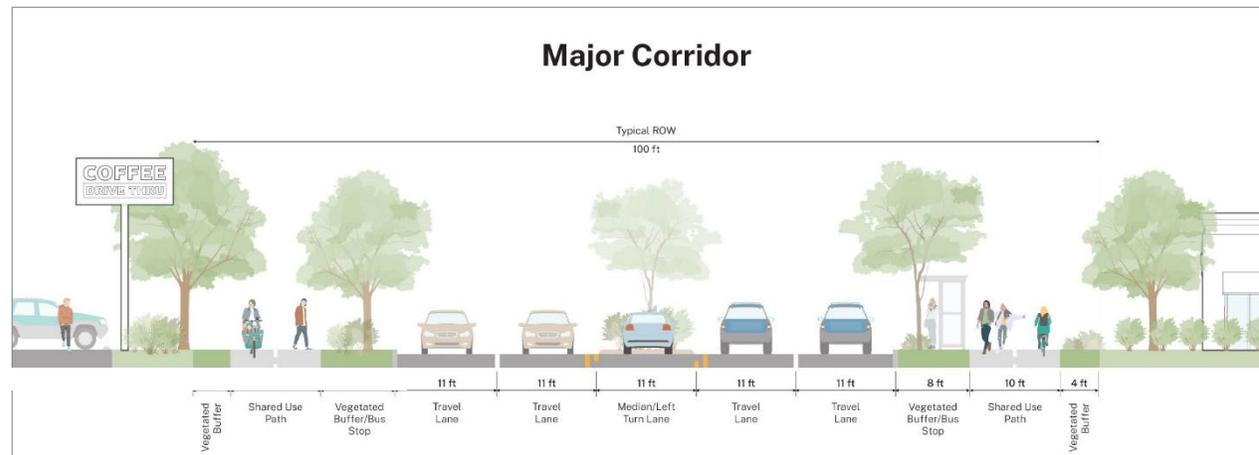*Example Street: Gallery Boulevard*

Scarborough Proposed Street Types

Example Street: Washington Avenue

Example Street: Broadturn Road

Example Street: Haigis Parkway

Scarborough Draft Complete Streets Map

15

Example Traffic-Calming Guidance

HORIZONTAL TOOLS

Elements that alter the roadway layout from side to side to reduce speeds and improve sightlines.

Chicane in Seattle, WA.
Image Source: Richard Drdul, licensed under CC BY-SA 2.0

VERTICAL TOOLS

Raised roadway elements that reduce speeds or separate vehicles from active-transportation uses, improving safety and preventing lane departures.

Speed bump markings in Bloomington, IN.
Image Source: Vitaly Barsov, licensed under CC BY-SA 3.0

TRAFFIC-CONTROL TOOLS

Physical and operational changes to traffic flow and crossings to improve yield rates and safety for all modes.

Neighborhood traffic circle in Providence, RI.
Image Source: Neighborways

PLACEMAKING TOOLS

Streetscape enhancements, including landscaping elements and public art, that make streets more enjoyable to walk, bike, and play on.

Landscaped median in Port Townsend, WA
"Midblock median island (Located in Port Townsend, WA)" by Richard Drdul is licensed under CC BY-SA 2.0

What's Next?

- **Open House (6:20 PM) – 20 minutes**
  - Review the boards and prompts and provide feedback directly to us, on a Post-it, or on a comment card
  - Use **yellow** Post-its for questions, **red** for changes or concerns, and **green** to share your support

- **Traffic-Calming Exercise (6:40 PM) – 50 minutes**
  - A scenario-based exercise exploring the benefits, tradeoffs, and budget limitations of traffic calming treatments in different contexts

- **After the workshop**
  1. Circulate materials and feedback with the group
  2. Integrate feedback and develop a draft Manual
  3. Virtual report-back on progress and questions
  4. Finalize Manual!

Thank you!

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