

# TOWN OF SCARBOROUGH COMPLETE STREETS AND TRAFFIC- CALMING GUIDANCE MANUAL

## Project Summary

The Town of Scarborough is developing a Complete Streets and Traffic-Calming Guidance Manual, which will give community members, Town staff, and other stakeholders guidance on when, where, and how to implement complete streets and traffic calming in new and existing roadways. This effort is being completed by Town of Scarborough staff, with assistance and funding from the Greater Portland Council of Governments (GPCOG). The Town of Scarborough and GPCOG have contracted a consultant team to assist.

## Public Engagement

The Town of Scarborough held a public workshop on September 23, 2025, from 6:00 to 7:30 p.m. in the Scarborough Public Safety Building at 275 U.S. Route 1. The purpose of this meeting was to share a draft street typology, draft traffic-calming tools, and hear from the public about this draft content, as well as their concerns, hopes, and questions regarding traffic-calming and complete streets in Scarborough.



The meeting included a presentation from Town of Scarborough and consultant staff, open-house style conversations at boards, and an interactive traffic-calming game facilitated by Town of Scarborough, GPCOG, and consultant staff.

## What Did We Hear from the Public?

Over 25 people attended the public workshop and provided feedback on sticky notes, comment cards, and through conversations with staff. We heard a variety of opinions, which are summarized below.



- Attendees were excited to see the Town enhancing its traffic-calming toolkit and growing its complete streets program.
- Attendees had many questions about the draft street typology. In some cases, their experiences as residents that frequent or live on a street did not always align with a draft street type or the draft guidance associated with that street type.
  - In particular, there were comments about traffic volumes being higher on some streets than the ranges provided in the draft street typology, especially Neighborhood Beach Streets in the summer.



*Traffic-calming ideas added as part of the workshop exercise.*

- There were several comments about space or right-of-way constraints, especially on Neighborhood Streets (both Beach and Local) and Rural Connectors. Participants wanted to see more solutions for streets without sidewalks or shoulders. For Major Corridors, one attendee also suggested a narrower or more streamlined cross-section would be more representative of on-the-ground conditions.
- Speeding and speed limits were common areas of concern. Several Town residents requested lower speed limits on Rural Connectors, where they see frequent speeding.
- During the exercise and open-house portion of the workshop, several participants recommended—or were happy to see—options for roundabouts and neighborhood traffic circles.
- Some attendees had questions about the various roles and responsibilities of different government agencies involved in roadway projects. For example, residents didn't understand the process for adding traffic-calming to a state highway in Scarborough, and how the Town of Scarborough or GPCOG could influence any potential roadway redesign.
- Some attendees felt the Town of Scarborough's existing [traffic-calming policy](#) retains too much veto power of direct abutters, as this could prevent widely acknowledged issues from being addressed.



## What Are We Doing Next?

The next steps of this project will be to consider public feedback received to date, and:

- Revise the definitions<sup>1</sup> of each street type and update the street-type map.
- Add speed-limit guidance to future guidelines, including guidance related to speed limit, design speed, and target speed.
- Expand the toolkit and design guidance for streets without sidewalks and shoulders.
- Develop a complete draft of the *Complete Streets and Traffic-Calming Guidance Manual*.

## Schedule

The schedule below describes the approximate dates the project team is expected to meet project milestones. These dates are flexible and subject to change based on feedback from stakeholders.

- **September and October 2025:** Draft initial content for the guidance manual and present the content to the public. A public workshop was held September 23, 2025.
- **November through December 2025:** Develop draft traffic-calming toolkit and street typology, based on public feedback received in fall 2025.
- **January through February 2026:** Develop draft *Complete Streets and Traffic-Calming Guidance Manual* document.
- **March and April 2026:** Revise and finalize *Complete Streets and Traffic-Calming Guidance Manual* based on feedback and comment.

<sup>i</sup> Current draft street-type definitions are:

- **Neighborhood Connectors** link neighborhoods to the larger transportation network and are typically more suburban in character, with most buildings detached from one another. They often connect residential and civic uses to business districts.
- **Neighborhood Beach Streets** are near beaches. Beach Streets may see higher numbers of people walking, biking, and rolling, as well as higher parking turnover from beachgoers.
- **Neighborhood Local Streets** are local roads with low traffic volumes that often end in cul-de-sacs or dead ends. They typically branch off from Neighborhood Connectors and are mostly used for local access by neighbors. They generally have low parking turnover.
- **Major Corridors** are typically arterials that act as the spine of the transportation network, connecting neighborhoods to key regional and local activity centers. These have high traffic volumes and wide rights-of-way that can discourage walking and biking trips if traffic-calming treatments are not included.
- **Rural Connectors** typically travel through agricultural, conservation, and open-space areas with dispersed residential uses, often connecting different neighborhoods and open spaces.
- **Industrial/Business Access Streets** are usually branches off Major Corridors or Village Connectors. They are primarily for commercial and freight uses, with low traffic volumes and limited multimodal activity.
- **Village/Town Connectors** typically connect residential and commercial centers, with low to medium density and a mix of residential and commercial uses.
- **Village/Town Center Streets** are walkable, commercial, mixed-use, or multi-family residential centers that are typically local roads or short segments of collector streets where multimodal activity is a high priority. These are not shown as a cross-section on this board but will be added to the Guidance Manual.