

SS4A Demonstration Project Proposal: Scarborough - Rte 1 from Hannaford Dr to Little Dolphin Dr June 1, 2026



neighborwaysdesign

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Summary

The Town of Scarborough, in partnership with the Greater Portland Council of Governments, Bicycle Coalition of Maine and Neighborways, is proposing a demonstration project for the summer and fall of 2026 to improve safety along Route 1. This project is driven by a desire to make design changes that will support the goals of the Townwide Transportation Assessment, Vision Zero Greater Portland initiative, and is supported by a Safe Streets for All (SS4A) grant.

The proposed installations were conceptually designed by the Greater Portland Council of Governments, and endorsed by the Town's Transportation Committee. The installation centers around center medians, a pedestrian refuge island, and a curb extension.

This project is intended to test whether improved road design can improve safety, reduce speeds, and reduce crashes on the corridor. The project will have a significant community engagement component including before and after surveys, direct outreach, and committee meetings. It will also involve the collection of volume, speed, and bike/ped counts before and after the installation.

The project is temporary and the vertical elements will be removed in Early November to accommodate snow removal, but may be reinstalled in years to follow if the project is deemed successful.

As per MaineDOT guidance, the Town is submitting this proposal for review by the Regional Engineer.



Project Overview



The Street

This project will impact Route 1 in Scarborough at the intersection of Hannaford Dr and in the vicinity of the intersection of Little Dolphin Dr. At the project location, Route 1 is a 5-lane roadway, with a center turn lane, running in a northeasterly direction. The street is state highway Route 1 with an approximate AADT of 25,000. It has a federal function class of Minor Arterial and is a MaineDOT Highway Corridor Priority 2. The speed limit on Route 1 in the project area is 35 mph.

The cross section is fairly consistent throughout the corridor, at 65' of total curb-to-curb width, with 1' shoulders on both sides of the street, four 12' vehicle lanes, and a 15' center turn lane. There is a separated sidewalk on the north side of the street. The curb-to-curb opens up to 77' for a sixth lane as it approaches the Hannaford Dr intersection.



Project Need

This segment of Route 1 is a critical transportation corridor for all modes, providing access to dozens of businesses, workplaces, and homes, while also serving as a thru-corridor for thousands of commuters. Despite its importance, it remains a dangerous place to drive, walk, and bike, as evidenced by its categorization as a Critical Safety Corridor in the Greater Portland region's Vision Zero Action Plan - a combination of crash history and future risk that prioritizes the 30 most dangerous corridors in the region.

The corridor from Hannaford Dr to Maple Ave has seen 23 injury crashes in a 5 year period (2021-2025), including 3 pedestrian injury crashes. Of this 5-year period, 15 of the injury crashes occurred during the months of June-November, when the project will be in place. Though further down the corridor, Route 1 has also seen two fatal crashes in the past 5 years on segments with a very similar cross sectional design.

Project Purpose

This project is intended to test:

- Whether design changes can reduce vehicle speeds along this corridor.
- Whether design changes can reduce crashes along this corridor.
- Whether design changes can reduce/prevent fatal (K), severe injury (A), and injury (B-C) crashes along this corridor.
- Whether design changes, specifically those that improve accommodations for bicycles and pedestrians, can increase volumes of these modes.
- Whether there is community support for an improved Complete Streets design along this corridor.

Project Description

Design Overview

This project will seek to meet its project goals by installing:

- A mountable curb extension and pedestrian refuge island at the intersection of Hannaford Dr.



ROUTE 1 SAFE STREETS FOR ALL DEMONSTRATION PROJECT

- Two center medians in the center turn lane where left turns are not needed in the vicinity of Little Dolphin Dr. These will include raised pavement markings to ensure full visibility.
- Road markings and a blank-out sign to improve left-turner and pedestrian safety at the intersection of Hannaford Dr.

These installations shall conform to MaineDOT's Guidance on Traffic Calming and Demonstration Projects. Note that AutoTURN was run at Hannaford Dr that confirmed that the curb extension will need to be mountable to allow WB-67s can make the right-turn onto Hannaford Dr.

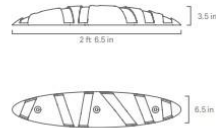
Materials

- Mountable channelizers shall be white and secured to the roadway using 8x8 butyl pads.
- Zicla Armadillos shall be yellow and secured to the roadway using 8x8 butyl pads.
- Pavement markings will be made with retroreflective paint.
- Temporary detectable warning panels (DWPs) shall be yellow and 2'x4', per MUTCD.



Barco Rubber Speed Bump
(Mountable channelizer)

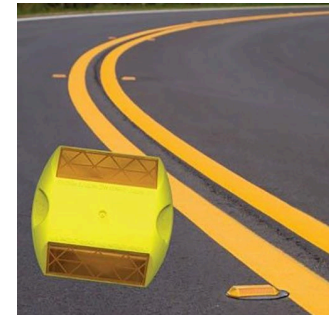
Zebra 9



Zicla Zebra 9
Armadillo



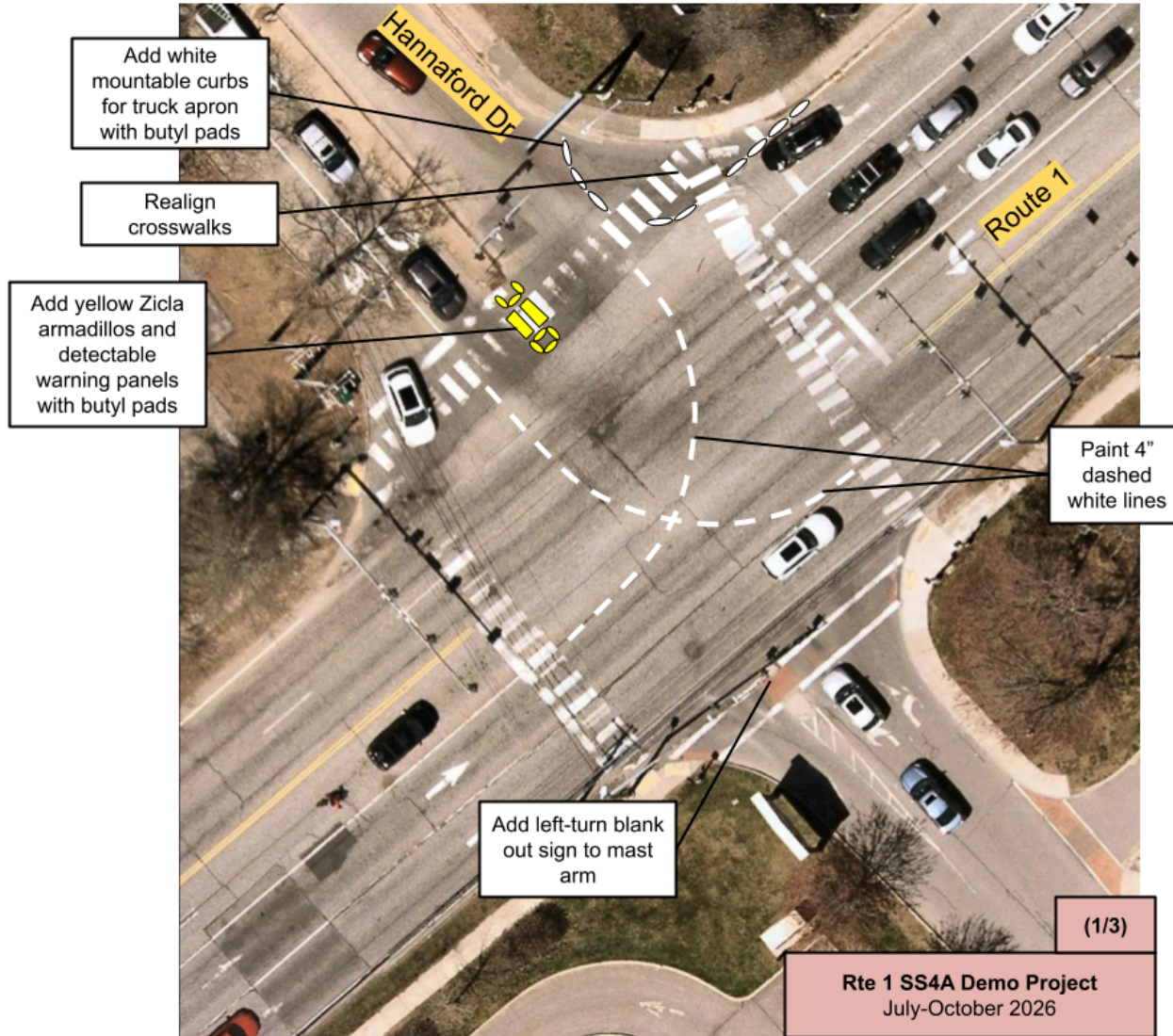
Redimat peel & stick DWP



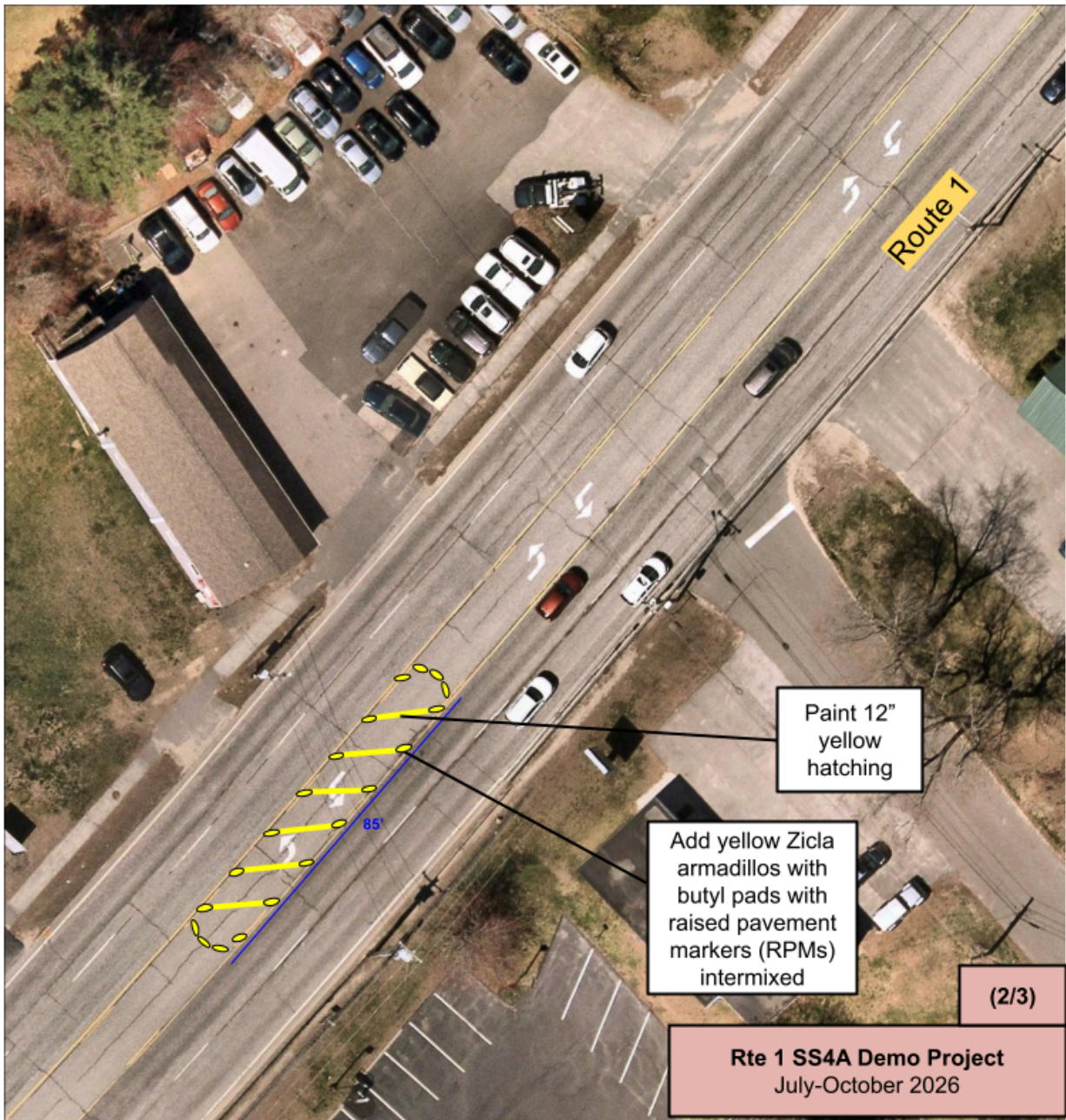
Raised pavement markers



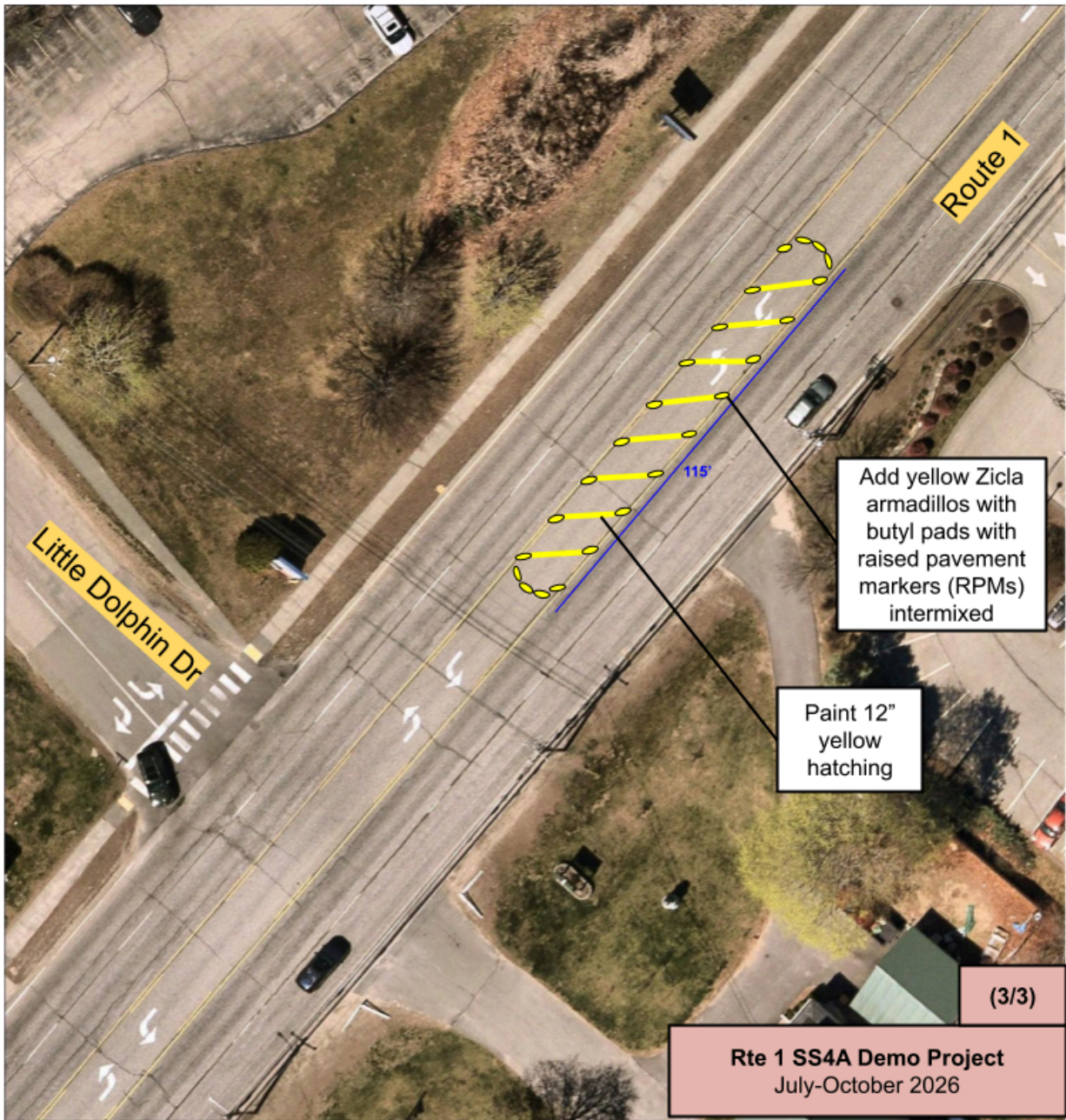
Project Design



ROUTE 1 SAFE STREETS FOR ALL DEMONSTRATION PROJECT



ROUTE 1 SAFE STREETS FOR ALL DEMONSTRATION PROJECT



Success Metrics

The project will be measured by whether it met the goals outlined in the Project Purpose.

- *Whether design changes can reduce vehicle speeds along this corridor.*
 - Speed data will be collected before (May) and during the installation (September) at this location and compared.
- *Whether design changes can reduce crashes along this corridor.*
 - Crashes for 5 years prior (2021-2025) will be compared to crashes while the installation is in place.
- *Whether design changes can reduce/prevent fatal (K), severe injury (A), and injury (B-C) crashes along this corridor.*
 - Fatal, severe injury, and injury crashes for 5 years prior (2021-2025) will be compared to crashes while the installation is in place.
- *Whether design changes, specifically those that improve accommodations for bicycles and pedestrians, can increase volumes of these modes.*
 - Bike/ped volumes will be collected before (May) and during the installation (September) at this location and compared.
- *Whether there is community support for an improved Complete Streets design along this corridor.*
 - Survey answers from the pre-installation survey (May-June) and post-installation survey (August-September) will be compared.

Installation & Traffic Safety

Town of Scarborough Public Works staff will work in partnership with GPCOG and Neighborways staff (the installation team) to install the project as proposed. The installation team will create temporary traffic control zones, per MUTCD, using cones and signs. An amber-lit vehicle will be parked upstream of any personnel near travel lanes. Everyone on site during installation or removal will wear high-vis vests and clothing. Police will support and direct traffic as needed and available. Every effort will be made to minimize impacts on traffic.



Installation is anticipated to take place from 4-7am prior to rush hour. All non-Scarborough staff that participate in installation shall watch the pre-recorded [Road Safety Training](#).

Timeframe

The installations would be installed after June 15, 2026 and removed no later than November 15, 2026.

Maintenance Plan

The project will be monitored on a daily basis by the installation team. Knocked down or damaged materials will be replaced within 72 hours, and problem areas may be scaled back or removed. The email safestreets@gpcog.org will be available for reporting these issues.

Project Removal

The project will be removed by November 15. The installation team will remove flexposts using shovels or plows to pry up materials. A matte gray paint matching asphalt color or black traffic tape (which MaineDOT has already supplied to GPCOG) shall be applied to markings that are no longer needed.

Public Notification

An [online survey](#) has been opened to gather feedback on existing conditions along this section of Route 1. This first survey will be open until June 17, 2026. Over 100 postcards with a link and QR code to the survey were sent to residences and businesses accessed via Route 1 from Gorham Road to Maple Avenue. The pre-installation survey will be followed by a second survey in August-September that will gather feedback on the demonstration project.

GPCOG will be delivering flyers outlining the project to Scarborough Town Hall. The Town of Scarborough, GPCOG, and Bicycle Coalition of Maine will be releasing information via social media, direct email, and posters in advance of the install day, with specifics about how traffic will be impacted, how to navigate the new features, and how input can be made.



This project received an endorsement at the Scarborough Transportation Committee on April 28, 2026.

Project updates are being provided on the [Vision Zero Greater Portland](#) website.

Authorization Process

This project requires documentation of Town approval in the form of a signature from a town official. Installation will not proceed until written permission is received from both an authorized representative of the municipal government of Scarborough and the MaineDOT Regional Engineer.

Liability

The project described above shall be understood as a planning exercise undertaken by the Town of Scarborough with the full permission and approval of town government and the MaineDOT. All relevant indemnifications for municipal projects are understood to apply to this project. The Town of Scarborough, the Bicycle Coalition of Maine, the Greater Portland Council of Governments, and Neighborways, their employees, officers, volunteers and agents are exempted from any and all claims, including claims of negligence, resulting in any physical injury or death, property damage or economic loss, which may be suffered or which may be perceived as resulting from use of this facility.

Project Contacts

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Town of Scarborough
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207-730-4048



Authorization

Town of Scarborough

I hereby confirm that the Town of Scarborough has reviewed and approves this project for installation as described in the proposal.

Signed: Thomas J. Hall

Name and Title, Printed Thomas J. Hall, Town Manager

Date: Apr 3, 2024

MaineDOT

I hereby confirm that the Maine Department of Transportation has reviewed and approves this project for installation as described in the proposal.

Signed: _____

Name and Title, Printed _____

Date: _____

