

Complete Streets Policy | **MaineDOT**

Overview: MaineDOT adopted its first Complete Streets Policy in 2014, and now in 2024 is updating that policy to provide further guidance on how the needs of all transportation system users are considered in the planning, design, and implementation of transportation projects. By improving how the transportation system serves all modes of transportation, MaineDOT utilizes this policy as part of the suite of tools available to increase roadway safety, expand economic opportunity and access, and provide for an increased quality of life in Maine.

Substantive Changes: The updated policy is tailored more specifically to its applicability in different MaineDOT Programs (Planning, Project Development, Paving, etc.), and now is accompanied by the following policy implementation guidance to ensure that the policy is built-in to MaineDOT's project planning and development processes:

- **Scoping Checklist:** This checklist will be completed before projects begin design and will evaluate contextual needs of the projects based on safety, nearby land use, bicycle and pedestrian destinations, and other factors and will recommend appropriate Complete Streets project elements to be included in the project scope. MaineDOT will rely on this information to accurately define the scope of a project before design begins, resulting in less scope changes later, and more success in the development of infrastructure that meets the needs of expected transportation system users.
- **Context Appropriate Project Elements Matrix:** This guidance shows which types of Complete Streets project elements may be expected in a project based on the context of the roadway in the project area.
- **Complete Streets Project Elements by Scope Matrix:** This guidance shows which level of Complete Streets project elements are expected to be considered in a MaineDOT project based on the intended scope of that project.

Context Classification System: This updated guidance links the implementation of the Complete Streets Policy directly to MaineDOT's Roadway Context Classification System to better align the purpose of a road and its surrounding context to the scope of MaineDOT projects. This Context Classification System is also an important input into the methodology used to set speed limits in Maine. This now serves as a direct policy-level connection between MaineDOT's Complete Streets Policy and the Department's updated process for setting speed limits, an important part of implementing the Safe System Approach as data shows that vulnerable road users experience higher instances of crash severity as speeds increase.