**Complete Streets Policy**

1. Vision. Promoting pedestrian, bicycle, and public transportation travel, reduces negative environmental impacts, promotes healthy living, advances the well-being of travelers, supports the goal of economic development, and meets the needs of all users, thereby helping Fort Kent to achieve municipal goals. The Town of Fort Kent is a community in which all residents and visitors can safely and efficiently use the public right-of-way to meet their transportation needs, inclusive of all modes of travel.
2. Policy. This policy is inclusive of all users of all ages and abilities and all modes of travel including motorists; bicyclists; pedestrians, including persons with disabilities which may use mobility devices such as wheelchairs; public transportation services, vehicles and patrons; freight providers; and emergency responders.
3. Projects. Early consideration of all modes for all users will be important to the success of this policy. Those planning and designing projects that affect public streets will give due consideration to all roadway users from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, reconstruction, repaving/rehabilitation or roadway retrofit. Roadway retrofits may include changes in the allocation of the right-of-way and pavement space on an existing roadway, such as changes to the number and use of lanes, changes in lane widths, and /or reconfiguration of on-street parking.
4. Exceptions: These may be made under the circumstances listed below, prior to finalizing the design and budget for the intended project. Exemptions can be granted by the town council members.
   1. Street projects may exclude those elements of this policy that would require the accommodation of street uses prohibited by law;
   2. Ordinary maintenance activities such as mowing, snowplowing, sweeping, spot repair, joint or crack sealing, or pothole filling do not require that elements of this policy be applied beyond the scope of that maintenance activity;
   3. Ordinary maintenance paving projects may only exclude the elements of this policy that would require increasing pavement width. However, when such projects do occur, the condition of existing facilities supporting alternate transportation modes should be evaluated as well as the appropriateness of modifying existing pavement markings and signage to support such alternate modes. This exception does not apply to street reconstruction projects;
   4. Street reconstruction projects and maintenance paving projects which involve widening pavement may exclude elements of this policy when the accommodation of a specific use is expected to:
      1. Require more space than is physically available, or
      2. Be located where both current and future demand is proven absent by the Fort Kent Bicycle and Pedestrian Advisory Committee or the Planning Office,
      3. Drastically increase project costs and equivalent alternatives exist within close proximity, or
      4. Have adverse impacts of environmental resources such as streams, wetlands, floodplains, or on historic structures or sites above and beyond the impacts of currently existing infrastructure.
5. Network. Complete Streets are planned, designed, maintained and operated to enable safe, convenient, appealing and continuous travel networks for all users. Pedestrians, bicyclists, motorists and bus riders of all ages and abilities are able to safely move from destination to destination along and across a network of Complete Streets.

Complete Streets can be achieved through network level improvements, through integration into single-location projects, or incrementally, through a series of small improvements or maintenance activities.

Transportation improvements will include facilities and amenities, as appropriate, that are recognized as contributing to Complete Streets, which may include pavement markings and signs; street and sidewalk lighting; sidewalks and pedestrian safety improvements such as medians/pedestrian refuges, curb extensions and crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliance and full accessibility such as curb ramps and accessible pedestrian signals; improved pedestrian access to transit stops and centers, as they may develop; bicycle detection at intersections and bicycle accommodations including shared-use lanes, paved shoulders, wide travel lanes or bike lanes as appropriate; bicycle parking; and street trees, landscaping, street furniture and adequate drainage facilities, including opportunities for “green” stormwater management facilities and practices.  
  
Special attention should be given to projects which enhance the overall transportation system and its connectivity. Specifically, high priority should be given to:

1. Corridors providing primary access to one or more significant destinations such as a parks or recreation areas; schools, shopping/commercial areas; public transportation, when applicable; or employment centers;
2. Corridors serving a relatively high number of users of non-motorized transportation modes, such as school routes;
3. Corridors providing important continuity or connectivity links to existing pedestrian or bicycle networks, such as the Fish River Greenway and Fort Kent Outdoor Center trails;
4. Projects identified in the Bicycle Pedestrian plan adopted in June 2014, or future updates of this plan.

The design of new, rehabilitated or reconstructed facilities should anticipate likely future demand for bicycling, walking, transit and motorist use and should not preclude the provision of future improvements.  
  
The Town of Fort Kent will coordinate and collaborate with other transportation agencies including MaineDOT, and other users of the public right-of-way, such as utilities and public transportation providers, to ensure that the principles and practices of Complete Streets are embedded within their planning, design, construction, and maintenance activities.

1. Community Context. Implementation of this policy shall take into account the goal of enhancing the context and character of the surrounding built and natural environments. Transportation facilities, including roads, should be adapted to fit and enhance the character of the surrounding neighborhood.
2. Design Standards and Guidelines. The Fort Kent Bicycle and Pedestrian Advisory Committee and Planning Office shall adapt, develop and adopt policies, design guidelines, zoning and performance standards and other guidelines based upon resources identifying best practices in street design, construction, operation and maintenance. These resources include but are not limited to the AASHTO Green Book; AASHTO Policy on Geometric Design of Highways and Streets; AASHTO Guide for Planning, Designing and Operating Pedestrian Facilities; AASHTO Guide for the Development of Bicycle Facilities; ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach; NACTO Urban Bikeway Design Guide; Manual on Uniform Traffic Control Devices; Highway Capacity Manual and Highway Safety Manual; and US Access Board Public Right-of-Way Accessibility Guidelines.

While fulfilling this Complete Streets policy, the town will be permitted to consider innovative or non-traditional design options that provide a comparable level of safety and utility for users as those listed above.

1. Performance Measures. The Town Manager and/or their designee shall report to the Planning Board and the Town Council on an annual basis on the transportation projects undertaken within the prior year and planned within the coming year and the extent to which each of these projects has met the objectives of this policy. Reports can include, but are not limited to, linear feet of new or reconstructed sidewalks; miles of new or restriped on-street bicycle facilities; number of new or reconstructed curb ramps; number of new or repainted crosswalks; number of new street trees/percentage of streets with tree canopy; percentage completion of bicycle and pedestrian networks as envisioned by the Fort Kent Bicycle and Pedestrian Plan; efficiency of transit vehicles on routes, when applicable; transportation mode shifts; rate of children walking or biking to school; satisfaction levels as expressed on surveys developed in collaboration with Power of Prevention, or other county public health organizations, and MDOT.
2. Implementation. This policy will be implemented primarily through the Bike and Pedestrian Plan adopted in June 2014 or its updates. This plan specifies the type and location of improvements and shall be implemented as funding becomes available or routine work is completed. Special emphasis shall be placed on those elements of the plan that can be accomplished with little or no additional expense, such as providing bike lanes where existing pavement is adequate or where road shoulders are sufficient to allow for safe bicycle use, as described in that plan.  
     
   Additional implementation activities will include, but will not be limited to, developing project checklists that incorporate Complete Streets elements in the town’s overall design processes; establishing design manuals that clearly set forth the standards to be followed for bike and pedestrian installations including signs and markings; and directing the Planning Board to evaluate changes to the town’s respective land development codes that will extend the Complete Streets concept into private developments through appropriate subdivision and site plan regulation.  
     
   Projects that are located within the public right-of-way and also included within the town’s annual or multi-year capital improvement plans shall specifically reference how the project addresses Complete Streets issues.