



COMPLETE STREETS

Open mobility for all users



Policy & Guidance



VISION

Frontier MPO’s Complete Streets policy centers on establishing an interconnected and integrated regional transportation network to serve and benefit all road users. Complete Streets support economic vitality and community livability by offering open mobility and access, equitable transportation choices, and efficient connections between home, school, work, recreation, retail, and other local destinations. Complete Streets is intended to improve the pedestrian, bicyclist, transit, and vehicular environments throughout the region.

Complete Streets will be encouraged and incorporated into policies, planning, and design of transportation projects, including new construction, reconstruction, rehabilitation, repair, and maintenance of transportation facilities on streets and redevelopment projects. Frontier MPO understands that “Complete Streets” are often realized through single elements incorporated into a particular project or incrementally through a series of smaller improvements or maintenance activities over time.



PURPOSE AND GOALS

The purpose of this Policy is to provide an expanded and unified transportation network to permit every roadway user safe conduct and comfort regardless of mode along with providing sustainable transportation options to everyone. The goals of this Policy are to:

1. Consider the needs of all road users throughout region to the greatest extent possible and practicable.
2. Integrate the vision, purpose, and goals of this Complete Streets Policy into the project development process for surface transportation projects.
3. Create a balanced, comprehensive, integrated, fully interconnected, functional, and visually attractive surface transportation network.
4. Promote the use of the latest and best Complete Streets design standards, principles, policies, and guidelines within the context of the community.
5. Plan, design, operate and maintain a network of complete streets.



COMPLETE STREETS

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Section 1. Definition of Complete Streets.

“Complete Streets” means streets that are designed, used and operated to enable safe access to the transportation network and support open mobility for all users which include people of all ages and abilities, regardless of whether they are travelling as drivers, pedestrians, bicyclists, or public transportation riders.



Section 2. Principles of Complete Streets

The following are key principles of Complete Street policies:

- A. Context sensitive and vary based on community setting
- B. Emphasize appropriate connectivity to a wide range of transportation facilities
- C. Consider not only the presence of a transportation facility, but also the level of comfort and safety (based on national data for bicycles and pedestrians) that the facility provides for all users.
- D. Ensure that as the entire right of way is planned, designed, funded, and operated, safe access for all users of all ages and abilities is considered.
- E. All users are equally deserving of safe travel facilities.
- F. Encourage the use of national best practice design standards.
- G. Allow design flexibility in balancing vehicular traffic and stakeholder needs along with maintenance actions.
- H. Encourage that the purchase of operations and maintenance vehicles are well suited for current and proposed infrastructure.
- I. Encourage consistency of transportation projects with local land use goals, policies, and plans.

Section 3. Complete Streets Policy

FRONTIER encourages the above principles be used for the purpose of planning, designing, building, operating and maintaining a safe, reliable, efficient, integrated and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a commitment that future transportation projects will take into account the needs of all users as early as practicable and throughout the transportation planning process.

Section 4. Consistency

1. This policy is consistent with FHWA findings on safety:

- Designing the street with pedestrians in mind – sidewalks, raised medians, turning access controls, better bus stop placement, better lighting, traffic calming measures, and treatments for travelers with disabilities– all improve pedestrian, bicyclist and motorist safety. [FHWA-RD-03-042]

- 2. This policy is consistent with the U.S. Centers for Disease Control and Prevention findings on health:
 - U.S. CDCP recommends adoption of complete streets policies as a strategy to prevent obesity and promote public health.
(<http://www.cdc.gov/mmwr/preview/mmwrhtml/rr5807a1.htm>)

- 3. This policy is consistent with U.S. Department of Transportation findings on health and safety:
 - Complete Streets reduce motor vehicle-related crashes and pedestrian risk, as well as bicyclist risk when well-designed bicycle-specific infrastructure is included. They can promote walking and bicycling by providing safer places to achieve physical activity through transportation.
(<https://www.transportation.gov/mission/health/complete-streets>)

- 4. This policy is consistent with the goals of the 2040: NEW FRONTIER MTP:



Goal 1: Encourage and support transportation planning at the local and regional level to create an integrated multimodal transportation system that promotes livability and economic development opportunities.

Objective 1: *Develop Complete Street Policies at the regional and local level.*

Goal 2: Maintain, operate and fund the existing transportation system efficiently and effectively.

Goal 3: Improve the safety and security of the transportation system.

Goal 4: Develop a complete, connected, integrated regional transportation system that provides transportation choices for people and freight.

Goal 5: Create a transportation system that protects the environment and promotes sustainability.



Goal 6: Plan and invest in transportation investments that support and promote economic development opportunities and job creation for the region, state, and United States.

Section 5. Scope of Complete Streets Policy

- The FRONTIER Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users.
- Transportation projects receiving money that is within the Frontier MPO boundary will be encouraged to follow a Complete Streets approach.
- FRONTIER MPO shall approach each transportation project as an opportunity to create safer, more accessible facilities for all users.
- FRONTIER MPO does not subscribe to one singular design prescription for Complete Streets; each street is different in function and context. Roadways that are planned and designed using a Complete Streets approach may include a wide variety of transportation solutions.
- This policy informs and encourages all local and state transportation agency representatives, and consultants responsible for planning, designing, constructing or maintaining projects within the Frontier MPO region to apply complete streets design and standards.
- The planning or design of a project or plan within the Frontier MPO study area will be assisted by this policy, where appropriate.
- Frontier MPO will provide a Complete Streets Checklist Form for proposed projects within the Frontier MPO study area.

Section 6. Exceptions

Any exception to this policy must be approved by the FRONTIER Policy Committee and be documented with supporting data that indicates the basis for the decision. Such documentation shall be publicly available.

Section 7. Design Standards

FRONTIER MPO promotes using and the adoption of national best practice design standards for designing complete streets. These resources include but are not limited to:

- Latest editions of AASHTO Guide for the Development of Bicycle Facilities, 4th Edition,
- NACTO Urban Street Design Guide,



- NACTO Urban Bikeway Design Guide,
- NACTO Transit Street Design Guide,
- ITE Recommended Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges,
- AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities,
- FTA Manual on Pedestrian and Bicycle Connections to Transit.

Section 8. Context Sensitivity

Complete Streets principles include the development and implementation of projects in a context-sensitive manner that is sensitive to the community's physical, economic, and social setting that gives significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, neighborhood character, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

Section 9. Performance Measures

FRONTIER promotes the establishment of performance indicators and associated policies to evaluate the implementation of complete streets.

Performance indicators that contribute to complete streets goals include but are not limited to:

- Multimodal Level of Service (MMLOS)
- Decrease in rate of crashes, injuries and fatalities by mode
- Miles of new or reconstructed sidewalk
- Number of new or reconstructed curb ramps
- Number of new or repainted crosswalks
- Percentage completion of bicycle and pedestrian networks as envisioned in plans
- Miles of new active transportation corridors added to roads within ¼ mile of downtown core(s) or Fort Smith Transit routes.
- Implements local land use plan goals and policies.

Section 10. Implementation and Reporting

FRONTIER encourages implementation of the Complete Streets Policy to be carried out cooperatively among all transportation related departments and agencies within the Frontier MPO area to the greatest extent possible.

FRONTIER will incorporate Complete Streets principles into their plans and programs.



FRONTIER encourages incorporation of the Complete Streets Policy into all planning and design documents. The Complete Streets policy provides network-level planning and design considerations intended to ensure that safe, comfortable, and connected transportation facilities are available to all traffic, regardless of age or ability.

FRONTIER will offer workshops and other training opportunities to transportation staff, community leaders, and the general public to underscore the importance of the Complete Streets vision.

FRONTIER is committed to developing and instituting better ways to measure performance and collect data on how well streets are serving all users.