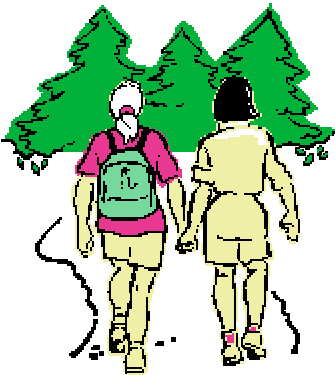
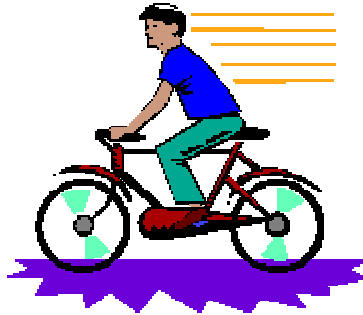


Northwest Arkansas Heritage Trail Plan

“A regional network of bicycle and pedestrian facilities that connects Northwest Arkansas citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other.



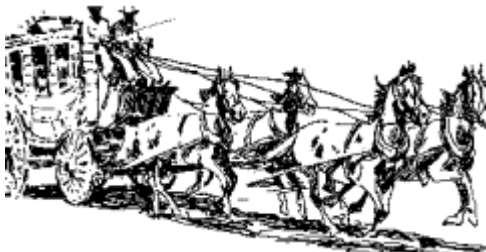


Historic Background and Significance of the Regional Routes

Trail of Tear

The term “Trail of Tears” signifies the various routes used for the forced Indian removal from 1837 to 1839. At least three of the Cherokee removal parties traveled through Northwest Arkansas on the “State Road” that ran from Springfield to Fort Smith through Fayetteville. The road followed the general route of what would later be called the Telegraph Road, entering the state just north of the Pea Ridge Park and tracking southwest toward Fayetteville. The Cherokees turned west in Fayetteville, toward their final destination of Tahlequah, Oklahoma. Based on the diaries of party leaders we know some of the specific dates and camp locations of the traveling Cherokees. The Richard Taylor contingent camped at the Elk Horn Tavern site in today’s Pea Ridge Military Park on March 18, 1839. Then according to a party leader’s diary: “Traveled 15 miles to Cross Hollows, ate dinner at Homeslys, and came on 5 miles to Fitzgerald’s”. On March 21, 1839, the diary entry records “Thursday 21, cloudy and cool, passed through Fayetteville...got a mean meal at the Brick Tavern”

Hildebrand’s contingent followed closely behind the Richard Taylor group. The Hildebrand group consisted of 88 wagons, 881 horses, and 1,312 Cherokee.



Butterfield Stage Coach Route

In 1858 John Butterfield began operating the longest stagecoach run in the history of the world. Butterfield's mail coaches ran from Tipton, Missouri to San Francisco, right through Northwest Arkansas. The mileage of the route was approximately 2,800 miles. Coaches were to run each way twice a week. Having 25 days to make each run, the coaches traveled day and night to meet this deadline. There were stage stops every 20 miles or so to change teams. The first westbound Butterfield Stage stopped at Callaghan's Station in present day Rogers on September 18, 1858, a Saturday morning. It was then down through Cross Hollows on the way to Fitzgerald's Station in modern day Springdale (then Shiloh). The stage arrived in Fayetteville at 11:00 a.m. that Saturday morning and left at 10 minutes till noon on the way south toward the rugged Boston Mountains on the way to Van Buren and Fort Smith. Of the route from Fayetteville to Fort Smith it was said by one of the first riders, "I might say the road was steep, rugged, jagged, rough, and mountainous and then wish for more impressive words". This first westbound stage arrived in San Francisco on October 10, 1858, one day ahead of schedule. The Butterfield Stagecoach ran from 1858 till 1861. It is said that Texas and Arkansas Rebels confiscated many of the coaches and horses for the war effort.



Civil War Troop Movements

On February 13th 1862 the Missouri State Guard under General Price retreated from Springfield, Missouri due to an unexpected winter campaign initiated by General Curtis of the Union Army. In the midst of fierce winter storms, 8000 Confederate troops with an almost endless wagon train trudged down the Telegraph Road to join their rebel counterparts in Arkansas. The Union Army gave a relentless pursuit resulting in the first Civil War battle in Arkansas on February 17, 1862 at Little Sugar Creek on the Telegraph Road. The Confederate troops finally made it to Cross Hollows for their first night's rest since leaving Springfield. The Arkansas Confederate commander at Camp Cross Hollow, General McCulloch, advised a further retreat to the Boston Mountains near Strickler in southern Washington County. Here they were joined by General Van Dorn's

troops from Van Buren and amassed an army of approximately 16,000 men, the largest concentration of Confederate troops west of the Mississippi. The Union Army of the Southwest, which consisted of approximately 10,500 men, had settled into a defensive position along Little Sugar Creek and McKissick Creek in northern Benton County. Van Dorn ordered his men to move against the Union Army on March 4th, 1862. Van Dorn's army, along with its massive supply train, marched up the Telegraph Road to Fayetteville and then up the Elm Springs Road to Bentonville amidst another fierce winter storm. Some of the cold, weary, Confederate troops fell out along the way and perished in the elements. Most continued to struggle along to meet their fate at one of the largest Civil War battles west of the Mississippi, the Battle of Pea Ridge.

The routes associated with these three historic events make up the primary network of the Northwest Arkansas Heritage Trail Plan

Plan Overview:

Washington and Benton Counties offer a unique opportunity for recreational and non-automotive travel throughout the area. Our region includes national forests, state parks, recreational areas, cultural assets, and significant historic sites.

The NWA Heritage Trail Plan will be a regional network of bicycle and pedestrian facilities that connects NW Arkansas citizens and visitors to our rich heritage, our recreational and cultural assets, a healthier lifestyle, and to each other.

By implementing a region-wide network of bike and pedestrian facilities, the public will have access to healthy and safe alternatives to automotive travel. This system will also provide opportunities to experience the historic and natural environments of the area. As a result, the overall quality of life, economy, and health of the region will be enhanced.

Travel by bicycle and walking are becoming increasingly important to American lifestyles. Facilities to encourage these activities must be attractive, user friendly, and safe.

Scope:

This plan describes a regional network for proposed bicycle and pedestrian facilities within the two counties of Northwest Arkansas. The entire network can be seen, at a minimum, as a bicycle route with improvements along the route providing safety for bicyclists. Within the more populated areas, where pedestrian traffic is anticipated, the improvements will also accommodate safe pedestrian travel. This regional system is designed to link the emerging master trail plans of the region's cities. By incorporating local trail plans into the regional network, a functional regional system will begin to emerge. By linking with the cities' own plans and including strategic spurs, the NWA

Heritage Trail Plan provides links to recreational sites, parks, historic sites, museums, schools, work centers and retail shopping.

Almost the entire regional trail network coincides with the existing road network. Some exceptions are a railroad corridor from Bentonville to Rogers, and a connection that would go through Lake Fayetteville Park. The Heritage Trail Plan depends primarily on existing right of ways in order to achieve immediate continuity. Off road facilities will be developed by the involved cities as part of their individual master trail plans.

As cities adopt their own Master Trail Plans that link to the Regional Plan, those plans will be recognized as part of the Regional Plan.

The Butterfield Stagecoach Route is a major “backbone” component of the Heritage Trail Plan. This route will be marked with unique signage and promoted with an informational brochure. It can also be promoted as an auto tour as soon as the signs are in place.

As the Trail of Tears routes and Civil War routes are developed, similar efforts can be made for these unique components. As such, the Heritage Trail system can double as an auto tour guiding citizens and visitors to our region’s attractions and points of interest.

Goals:

- ✳️ Develop a regional network of bicycle and pedestrian facilities utilizing existing right of ways and public lands thus linking the master trail plans of the region’s cities.
- ✳️ Create travel and recreational opportunities by providing access to the region’s attractions.
- ✳️ Enhance economic development opportunities through the promotion of heritage-based tourism.
- ✳️ Promote awareness among local residents of the region’s abundant resources for recreational, historic, and cultural interests.
- ✳️ Promote the health benefits associated with outdoor activities.
- ✳️ Work with local jurisdictions and AHTD to promote discussion of new public funding sources to support the development and continuing maintenance of the regional trail network.

Objectives:

- ✳️ Improve existing facilities to make them more accessible, usable, and enjoyable
 - Improve maintenance
 - Promote volunteerism

- Clear, concise and unified signage
- ✱ Develop new facilities to provide safe travel for bicycles and pedestrians.
 - Link to existing trails
 - Create loop trails
 - Provide connections between communities, parks, and other key destinations.
 - Establish desired design guidelines for access, safety, and enjoyment
- ✱ Ensure that individual trail plans and the NWA Heritage Trail Plan are consistent with each other.
- ✱ Promote shared use of resources by using public lands in the best manner possible
 - Shared transportation corridors
 - Multiple-use paths
 - Facilities within existing public right-of-way
- ✱ Provide bicycle and pedestrian access to scenic vistas, historic sites, points of interest, and support facilities.
- ✱ Provide for viewing stations, rest areas, turnouts, and interpretative signs.
- ✱ Use existing utility ROW (right-of-way), street ROW, abandoned rail lines, etc. to maximize ease of construction and lower costs.
- ✱ Build public awareness and support for bicycle and pedestrian facilities.
 - Proper road signs
 - Create descriptive brochures
 - Posting maps and trailhead bulletin boards
 - Publishing individual route guides
 - Planning promotional events
- ✱ Pursue federal, state and private grants and resources to assist local jurisdictions in implementing the plan.

- Grants-in-aid project
- TEA-3
- Donations/trail sponsors
- Adopt-a-trail programs and volunteer workday

✳ Incorporate bicycle and pedestrian routes into regional tourism marketing and promotion.

- Chambers of Commerce
- Trade shows
- Convention and visitors bureaus
- Museums and schools

✳ Promote safety and education programs for bicylists, pedestrians, and motorists

Bicycle and Pedestrian Facility Cross Sections:

There is not a single cross section that fits all the needs of the NWA Heritage Trail Plan. Currently, parts of the Plan range from unpaved county roads to major arterials in central commercial districts. Also, many of the jurisdictions will be developing their own master trail plan and the Heritage Trail Plan should work in conjunction with the cities' own plans. In considering cross sections, it is good to remember the purpose of the Plan, which is to facilitate bicycle and pedestrian traffic in the safest and most user-friendly way possible. Also, any transportation improvement that utilizes federal money must meet ASHTO guidelines.

On-Road Bicycle Facilities:

- ✳ Bicycle Lanes on streets with curbs should be at least 5 feet in width
- ✳ On rural roads with no curbs, an 8 foot shoulder makes an ideal bike route and also serves the needs of motorists with mechanical problems to pull completely off the road
- ✳ On rural roads where an 8 foot shoulder is not possible a 5 foot shoulder should be the minimum considered for bicycle safety.

Pedestrian Facilities:

- Sidewalks should be at least 6 foot wide.

Multiuse Facilities: (parallel to the roadway or off road)

- A multiuse facility shared by bicycles and pedestrians should be at least 10 feet wide.

Special Case Accommodation for Bicycles:

- When a multi-use facility parallels a road, or when ROW problems make a 5 foot bike lane impossible, accommodation should still be made for bicycles in the road way. A minimum consideration for bicycle safety is to have a road width where a motorist can safely pass a bicycle without having to cross into the on-coming traffic lane. The 1999 Guide for the Development of Bicycle Facilities recommends a 12-14 ft. outside lane width for this purpose.

How to Use This Plan:

1. As a Guide for Trail Planning and Development:

This plan shows the regional links necessary for connectivity between the individual trail plans of the region's cities.

2. As Justification For Funding Requests:

Administrators of grant-in-aid programs, foundations, philanthropic organizations and other funding sources look favorably on projects that are part of a published and adopted regional plan. Cities and trail advocacy groups should therefore use the plan as they seek support and assistance in their trail development and improvement efforts.

Map Explanation

The Butterfield Stage Coach Route and the Highway 112 Civil War Route provide the central aspect of the Plan by providing a regional connection for the Urbanized Area.

The Spur Routes provide access to additional points of interest and recreational opportunities.

The Rural Bicycle Loops indicate areas that are already popular with bicyclists and provide additional access to points of interest.

[Link to Map](#)

Points of Interest Along The Route

Butterfield Stage Coach Stops

Callaghan's Station, Rogers

Fitzgerald's Station, Springdale

Old Courthouse, Fayetteville

Parks Station, south of Hogeeye

Trail of Tears Sites

Elkhorn Tavern

Cross Hollows

Springdale Marker

Fayetteville Marker

Civil War Sites

Pea Ridge National Military Park

Prairie Grove State Park

Cross Hollows

Little Sugar Creek

Camp Mudtown

Camp Elm Springs

Camp Osage Prairie

Bentonville Square

Fayetteville Downtown

Strickler Station

Downtowns

Bentonville

Rogers

Springdale

Fayetteville

Recreational Areas

Lake Wedington

Lake Sequoyah

Prairie Creek

Horseshoe Bend

Hickory Creek

Beaver Lake State Park

Hobbs State Management Area

Devil's Den State Park

Museums

Peel House

Shiloh Museum

Rogers Historical Museum

U of A Museum

Trail Systems

Bentonville Downtown

Lake Bella Vista

Lake Fayetteville

Fayetteville Historic Walk

Area Attractions

War Eagle Mill

Jones Center for Families

Rodeo of the Ozarks

Colleges

U of A

NWA Community College

NWA Technical Institute

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