

Local Context

John McLarty, Northwest Arkansas Regional Planning Commission
Tim Conklin, Northwest Arkansas Regional Planning Commission
Matt Mihalevich, PLA, LCI, City of Fayetteville



The Razorback Regional Greenway



- The Razorback Regional Greenway is a 36 mile bicycle, pedestrian and mobility corridor linking the cities of Bentonville, Rogers, Lowell, Springdale, Johnson and Fayetteville.
- The project is a national model for active transportation, green infrastructure, healthy living, sustainable economic development, and public-private partnerships

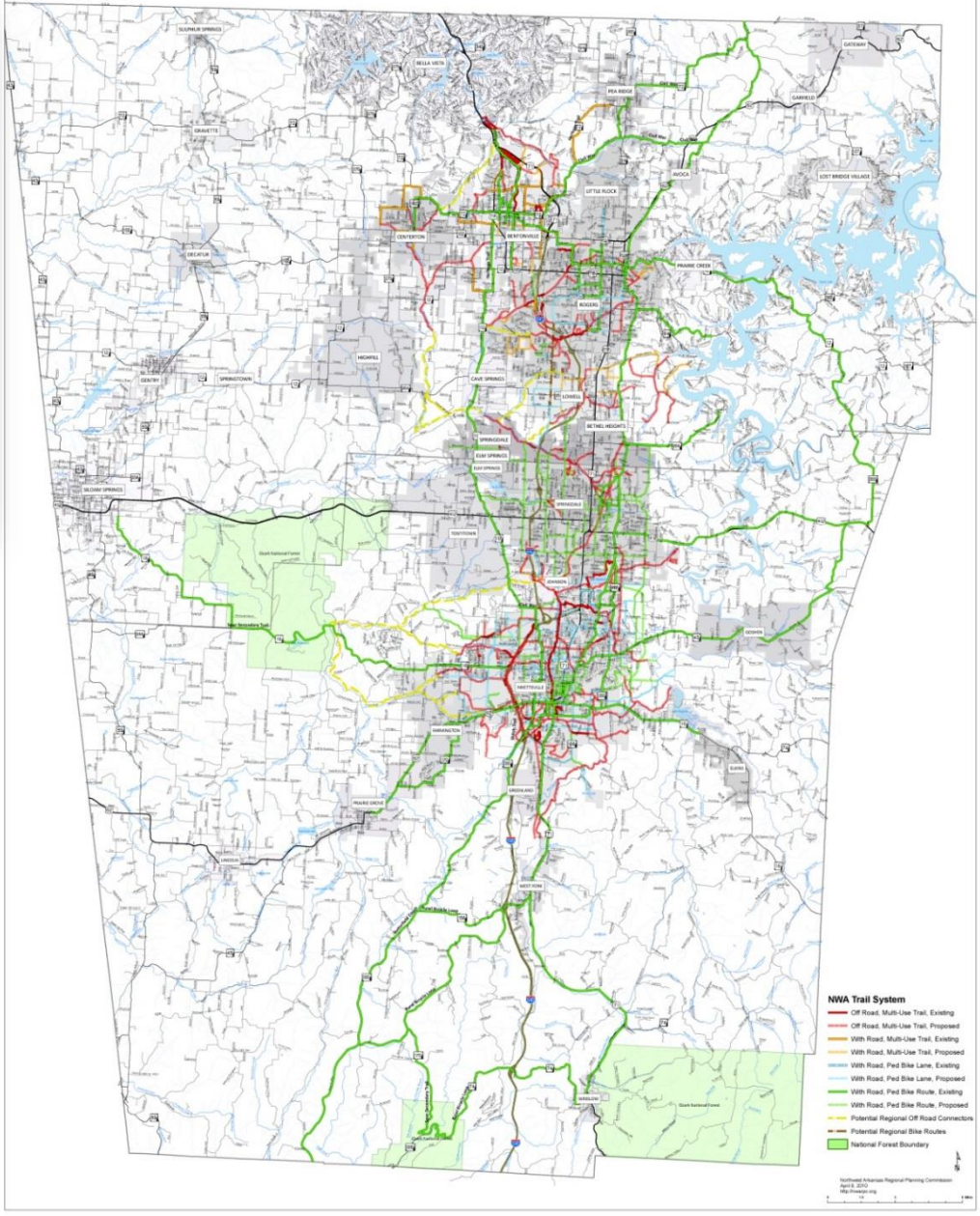
The Planning Process

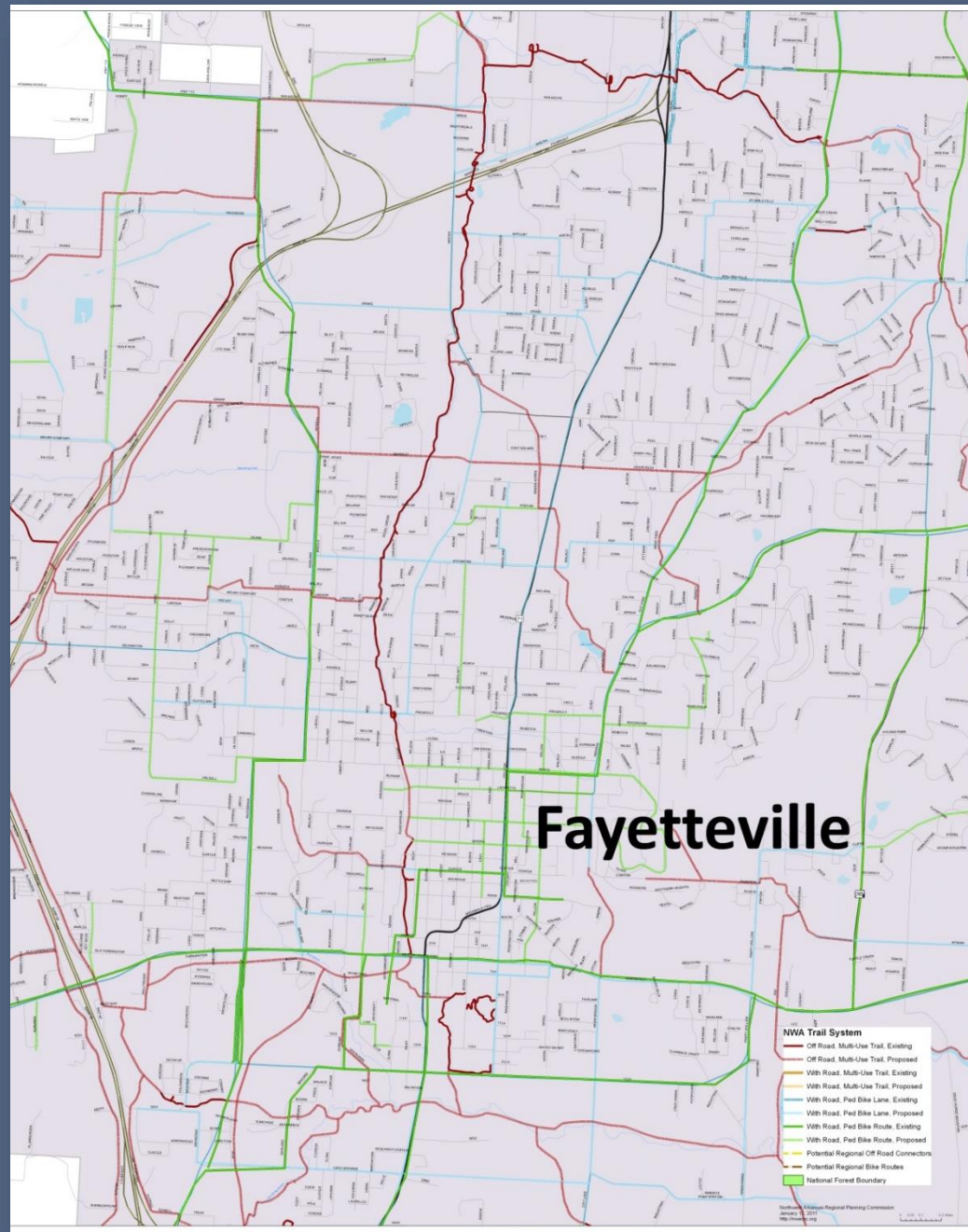
1. NWA Active Transportation Network
 - a. **The Regional Plan** – With the help of city planners and interested citizens, NWARPC developed a draft map of the regional off-road and on-road trails based on the master street plans from each city and public input sessions.
 - b. **Heritage Trail** – A primarily road based trail system utilizing the area's historic roads
 - c. **The Razorback Regional Greenway** – The purpose of the Greenway is to connect Northwest Arkansas communities through a “main spine” from Lake Bella Vista to Fayetteville, which will facilitate future trails connections

Northwest Arkansas Trail System - DRAFT

NWA Trail System

- Off Road, Multi-Use Trail, Existing
- Off Road, Multi-Use Trail, Proposed
- With Road, Multi-Use Trail, Existing
- With Road, Multi-Use Trail, Proposed
- With Road, Ped Bike Lane, Existing
- With Road, Ped Bike Lane, Proposed
- With Road, Ped Bike Route, Existing
- With Road, Ped Bike Route, Proposed
- Potential Regional Off Road Connectors
- Potential Regional Bike Routes
- National Forest Boundary





NWA Trail System

- Off Road, Multi-Use Trail, Existing
- - - Off Road, Multi-Use Trail, Proposed
- With Road, Multi-Use Trail, Existing
- - - With Road, Multi-Use Trail, Proposed
- With Road, Ped Bike Lane, Existing
- - - With Road, Ped Bike Lane, Proposed
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Fayetteville

NWA Trail System

- Off Road, Multi-Use Trail, Existing
- - - Off Road, Multi-Use Trail, Proposed
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- - - With Road, Multi-Use Trail, Proposed
- With Road, Ped Bike Lane, Existing
- - - With Road, Ped Bike Lane, Proposed
- With Road, Ped Bike Route, Existing
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- - - Potential Regional Off Road Connectors
- Potential Regional Bike Routes
- ▤ National Forest Boundary

Northwest Oregon Regional Planning Commission
 January 2012
 8/14/2013

Off-Road Trail

A trail that is physically separated from motorized vehicular traffic by large open space or barriers and located within an independent right-of-way or trail easement; used by bicyclists, pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These are best located in railroad right-of-ways, floodplains, and designated greenways. Minimum width is 8 feet. See AASHTO guide for the development of bicycle facilities.



With-Road Linkage

A trail that predominately follows a street and is physically separated from motorized vehicular traffic by a small open space or barrier within a street or road right-of-way; used by bicyclists, pedestrians, skaters, wheelchair users, joggers and other non-motorized users.



Signed Shared Roadway

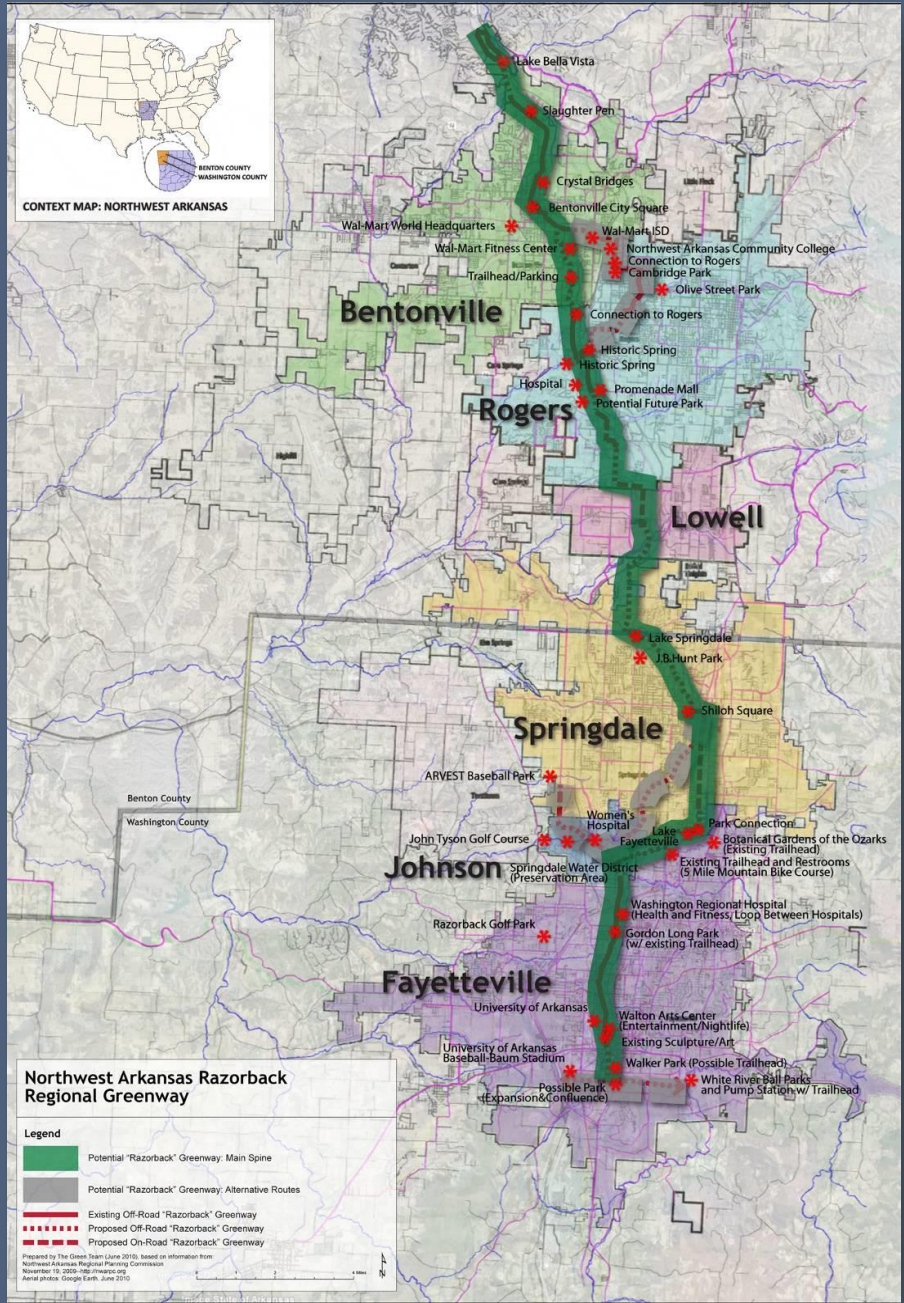
A roadway which is open to both bicycle and motor vehicle travel designated with share the road signs and sharrows. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders. These should be located on streets with speeds of less than 35 mph, relatively low traffic volumes and no or limited on-street parking. See MUTCD standards for sign and symbol placement guidelines.



Bike Lane

A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Minimum width is 5 feet. See MUTCD standards for marking placement and sign guidelines.



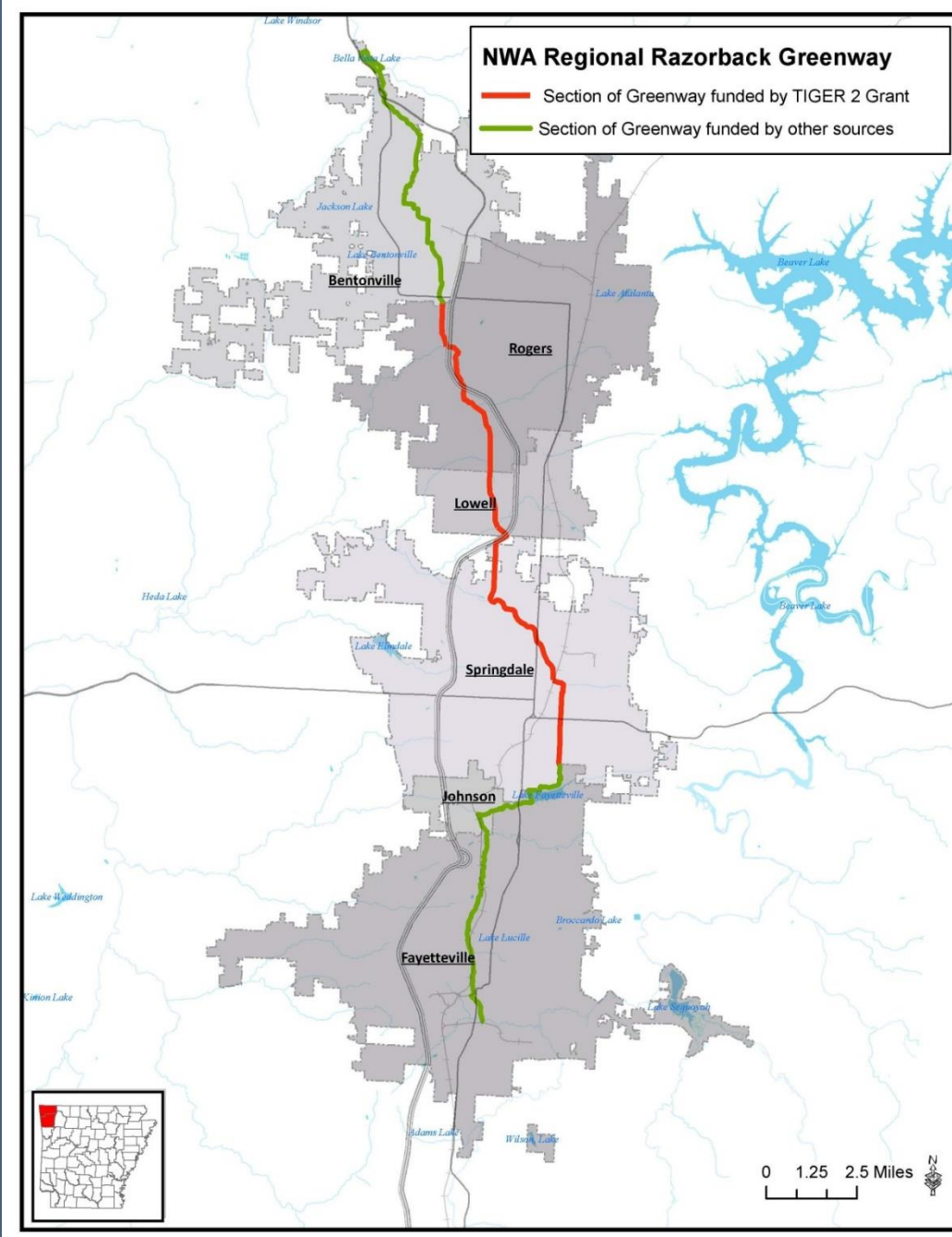


Participants at the Bentonville Workshop Summer 2010

Funding

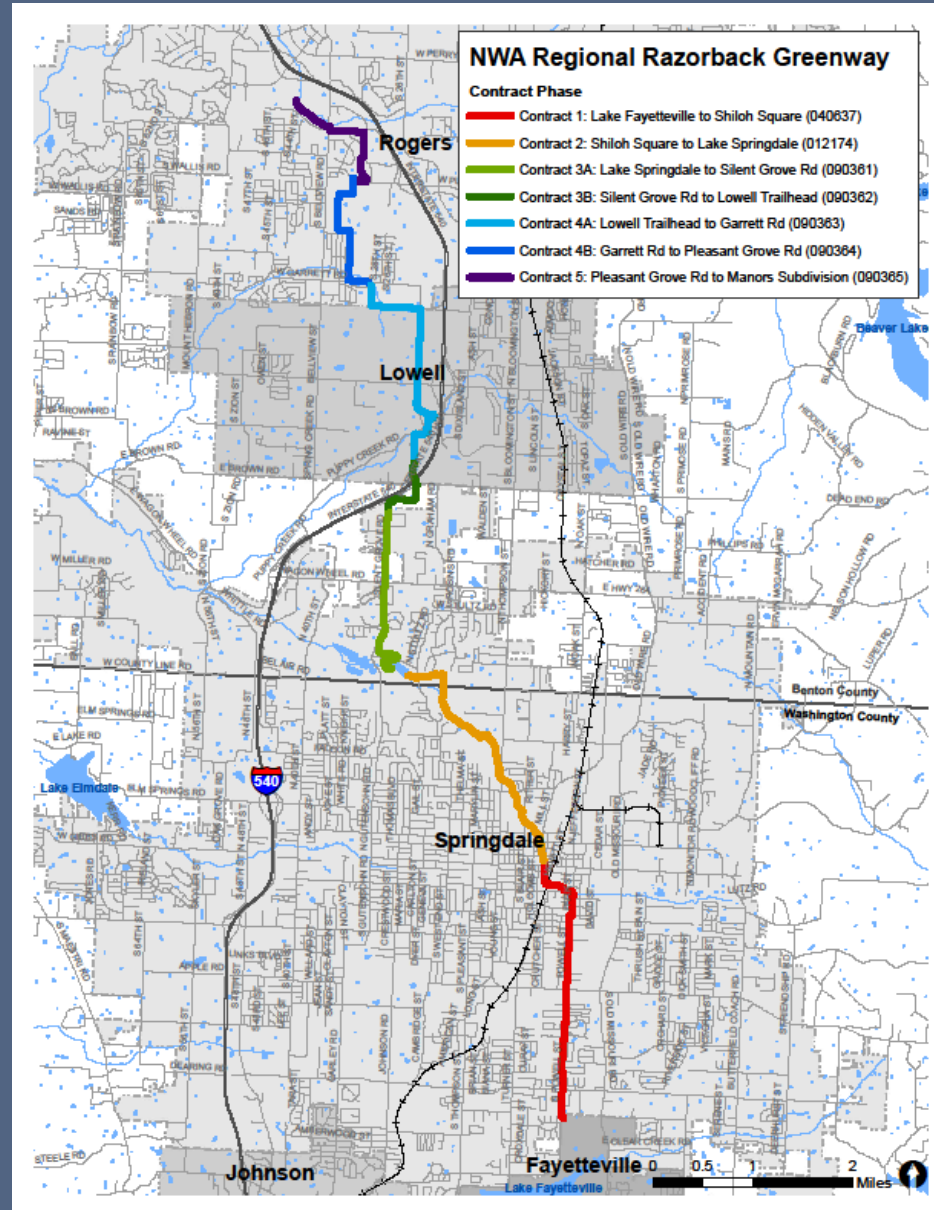
1. NWARPC was awarded a \$15M DOT TIGER II Grant in October, 2010;
2. The project was one of 42 capital construction projects chosen out of nearly 1,000 applications.
3. Private funds will cover the 20% required matching amount; resulting in an \$18.75 M project
4. The federal aid project will cover 16 miles of the 36 mile corridor





Navigating MAP-21 Workshop – July 18, 2013

Contract Phases



The Razorback Regional Greenway Opportunities

Crystal Bridges Museum



Navigating MAP-21 Workshop – July 18, 2013

The Razorback Regional Greenway Opportunities

Shiloh Square and Museum



The Razorback Regional Greenway Opportunities

Compton Gardens



Botanical Garden of the Ozarks



Sanders Trailhead

Transportation, Community, and System Preservation (TCSP) Program

Sanders Avenue Trailhead Construction

TCSP funds awarded to NWARPC will be used to construct the Sanders Avenue Trailhead to provide bicycle and pedestrian access to the Razorback Regional Greenway in Northwest Arkansas. \$400,000



Tim Conklin, AICP
Transportation Programs Planner
Northwest Arkansas Regional Planning Commission



Transportation Management Area (TMA)

- The Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) designated the Fayetteville-Springdale-Rogers, AR-MO urbanized area as a Transportation Management Area (TMA) in 2012.
- This TMA designation provides Surface Transportation Program – Attributable (STP-A) funds and Transportation Alternatives Program Funds based on the urbanized area population of 295,083 (2010 Census).

[Federal Register Volume 77, Number 138 (Wednesday, July 18, 2012)]
 [Notices]
 [Pages 42354-42359]
 From the Federal Register Online via the Government Printing Office
www.gpo.gov
 [FR Doc No: 2012-17514]

comparison to 2000 Census TMA; State/urbanized area (UZA)	UZA 2010 population	Area population
Arkansas:		
Little Rock, AR.....	431,388	
Fayetteville-Springdale-Rogers, AR-MO.....	295,083	New TMA.
State Total.....	726,471	

AR Transportation Management Area TAP Funding

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DISTRIBUTION OF TRANSPORTATION ALTERNATIVES PROGRAM FUNDS RESERVED FOR FISCAL YEAR 2013
TO URBANIZED AREAS WITHIN A STATE WITH POPULATION GREATER THAN 200,000

STATE	URBANIZED AREA	POPULATION	TRANSPORTATION ALTERNATIVES SUB-ALLOCATION
Alabama	Birmingham	749,495	1,179,771
	Columbus	61,264	96,435
	Huntsville	286,692	451,278
	Mobile	326,183	513,441
	Montgomery	263,907	415,413
	Pensacola	6,266	9,863
	Total	1,693,807	2,666,201
Alaska	Anchorage	251,243	871,338
	Total	251,243	871,338
Arizona	Phoenix--Mesa	3,629,114	4,235,699
	Tucson	843,168	984,098
	Total	4,472,282	5,219,797
Arkansas	Fayetteville--Springdale--Rogers	295,081	472,647
	Little Rock	431,388	690,977
	Memphis	40,270	64,503
	Total	766,739	1,228,127

AR Transportation Management Area STP-A Funding

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

DISTRIBUTION OF SURFACE TRANSPORTATION PROGRAM FUNDS APPORTIONED FOR FISCAL YEAR 2013
TO URBANIZED AREAS WITHIN A STATE WITH POPULATION GREATER THAN 200,000

STATE	URBANIZED AREA	POPULATION	SURFACE TRANSPORTATION SUB-ALLOCATION
Alabama	Birmingham	749,495	15,799,308
	Columbus	61,264	1,291,441
	Huntsville	286,692	6,043,449
	Mobile	326,183	6,875,917
	Montgomery	263,907	5,563,143
	Pensacola	6,266	132,087
	Total	1,693,807	35,705,345
Alaska	Anchorage	251,243	22,782,535
	Total	251,243	22,782,535
Arizona	Phoenix--Mesa	3,629,114	51,643,299
	Tucson	843,168	11,998,514
	Total	4,472,282	63,641,813
Arkansas	Fayetteville--Springdale--Rogers	295,081	6,908,002
	Little Rock	431,388	10,099,020
	Memphis	40,270	942,742
	Total	766,739	17,949,764

Planning, Programming, and Implementation

Moving Ahead for Progress in the 21st Century Act (MAP-21) – Statewide and Metropolitan Planning

2035 NORTHWEST ARKANSAS REGIONAL TRANSPORTATION PLAN

Fiscal Years 2013-2016

TRANSPORTATION IMPROVEMENT PROGRAM

Northwest Arkansas Regional Transportation Study (NARTS)
Cover Year: 2013-2016

FATT PLAN

FAYETTEVILLE ALTERNATIVE TRANSPORTATION & TRAIL MASTER PLAN

2012 Bentonville Bicycle & Pedestrian Master Plan

2030 Land Use Map

City of Silvan Springs, Arkansas
Adopted: March 18, 2008

Planning Area Boundary
1 Mile Suburban Boundary
City Limits
MAY 412

RAZORBACK REGIONAL GREENWAY

APPLICANT/SPONSOR: Benton & Washington Counties, AR
TOTAL PROJECT COST: \$38,497,618
GRANT FUNDING: \$15,008,000

PROJECT DESCRIPTION
The Razorback Regional Greenway is a 50-mile bike route connecting major regional centers and providing a safe and scenic alternative to driving. The route will be constructed in three phases: Phase 1 (2008-2010), Phase 2 (2011-2013), and Phase 3 (2014-2016). The route will be constructed on a mix of existing and new infrastructure, including roads, trails, and bridges. The route will provide a safe and scenic alternative to driving, and will provide a link between major regional centers. The route will be constructed in three phases: Phase 1 (2008-2010), Phase 2 (2011-2013), and Phase 3 (2014-2016). The route will provide a safe and scenic alternative to driving, and will provide a link between major regional centers.

RAIL School Ave

3a LOCAL DESIGN STANDARDS

Design Service Volume: $4,000\text{ vpd}$
Traffic Lane: Two 10' lanes
Parking: One 7' space
Paved Width: 27' from face of curb
Right of Way: 50'
Shoulder: Both sides of street, min. 5' wide, located in R.O.W. at R.O.W. line
Crosswalk: Both sides of street, min. 6' wide

3b LOCAL DESIGN STANDARDS

Moving Ahead for Progress in the 21st Century Act

2035 Northwest Arkansas Regional Transportation Plan

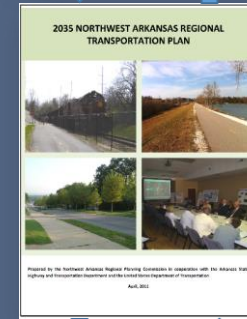
Northwest Arkansas Transportation Improvement Program

TIGER II, FY 2013 Transportation Alternatives Program, and Transportation, Community, and System Preservation (TCSP) Program

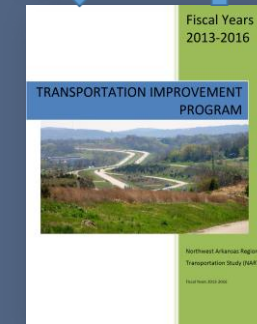
Navigating MAP-21 Workshop – July 18, 2013



MAP-21
Performance-Based
Transportation Planning

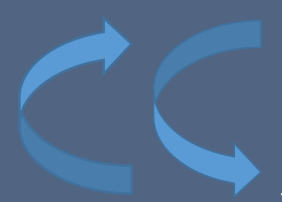
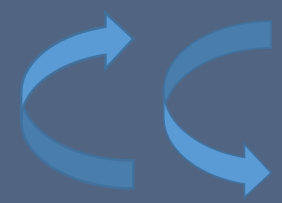


2035 NWA Regional
Transportation Plan
Performance-based
Transportation Planning
Performance Measures and
Targets



Transportation Improvement
Program

2013 -2016 TIP – Projects
Selected from the 2035 Plan
STP-A, TAP, TIGER, TCSP



TIGER II Grant

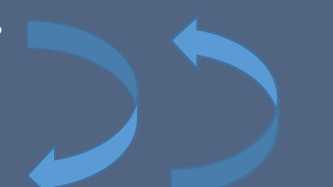
Razorback Regional Greenway

TAP FY2013

Mercy Trailhead Phase II Rogers

Town Branch Trail Fayetteville

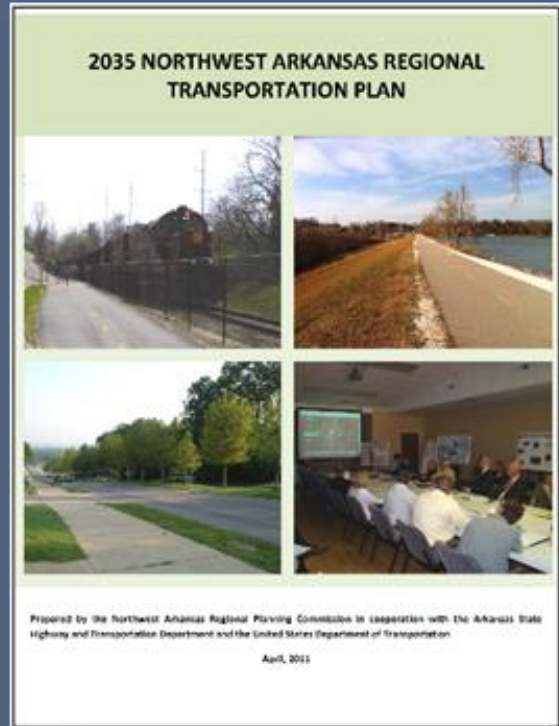
TCSP 2012
Sanders Trailhead



NWARPC Transportation Alternatives Program

Based on the 2035 Northwest Arkansas Regional Transportation Plan

“The 2035 Northwest Arkansas Regional Transportation Plan recommends maintaining a regional commitment to bicycle and pedestrian facilities, as well as encouraging cities to develop master trail plans in conjunction with the Regional Trail Plan.”



2. Northwest Arkansas Active Transportation Network

a. The Regional Plan

As part of the Northwest Arkansas Active Transportation Network Plan (ACT Plan) NWARPC initiated a committee with open participation from cities, counties and local organizations and citizens who were interested in promoting on and off road trails in Northwest Arkansas. The Northwest Arkansas Active Transportation Committee began to have meetings on a monthly basis at the NWARPC office in the spring of 2009 as a small group of city officials, interest groups representatives and local citizens interested in trails and off road transportation. The participation was open and highly encouraged by postings on the NWARPC website and listserv emails. The meetings concentrated at first on identifying where and how long the trail system in the two counties was and mapping the trails so that the group could get an overall, regional view of the Northwest Arkansas trail system. Another goal identified by the group was to look into expanding the Heritage Trail and develop a more comprehensive bicycle and pedestrian network for Benton and Washington counties.

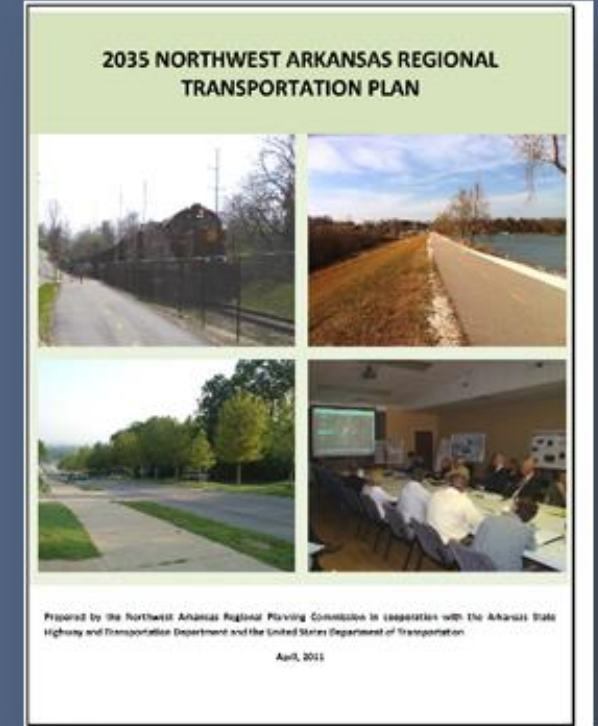
During the first months of 2010 NWARPC developed a draft map of the regional off-road and with-road trails that was based on the master street plans developed by each city participating in the group discussions and on public input. Staff met with bicycle organizations and local citizens in both Washington and Benton County to identify the needs of the bicycle community in Northwest Arkansas. The input gathered from these meetings was reflected in the regional trail map as potential connectors or preferred bicycle routes. As cities adopt and expand their own master trail plans that link to the region-wide Trail Plan, those plans will be recognized as part of the regional plan. This regional system is designed to link the emerging master trail plans of the region's cities. By linking the cities' plans and including strategic spurs, the Regional Trail Plan provides links to recreational site, parks, historic sites, museums, schools, work centers and retail shopping.

The 2035 Northwest Arkansas Regional Transportation Plan recommends maintaining a regional commitment to bicycle and pedestrian facilities, as well as encouraging cities to develop master trail plans in conjunction with the Regional Trail Plan. Specific ACT Plan route locations may be impacted by changing circumstances such as new road locations, changing city master trail plans, environmental considerations, historic research, and other issues, however, route connectivity should always be maintained. The Regional Trail Plan map is attached at the end of this chapter.

In addition, the Active Transportation Committee identified the main types of trails and routes represented on the regional map and compiled a definition list for each type of trail as in the following table:

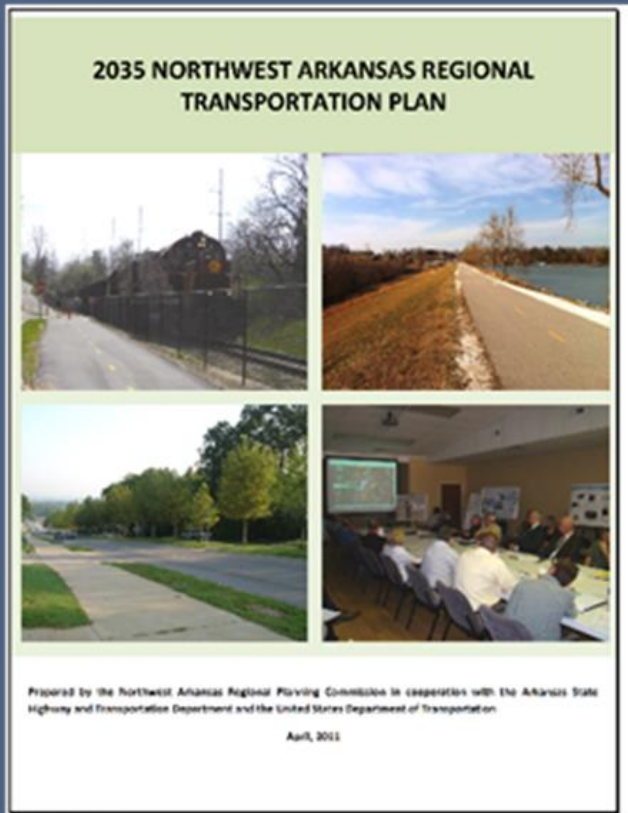
TAP NWARPC

- Allocate FY 2014 and FY 2015 TAP funds for projects that are consistent with the 2035 Plan – On-Road and Off-Road Trail Facilities and Routes.
- A goal is to allocate no more than 50% of the TAP funds to a project sponsor in one year and set a minimum project size of \$125,000 for construction projects.
- The committee recommended preliminary engineering and final design, environmental, right-of-way, and utility relocation be the responsibility of the project sponsor.
- Projects will be evaluated and scored based on the four categories listed below:
 - A. 2035 NWA Regional Transportation Plan
 - B. Connectivity
 - C. Safety
 - D. Barriers to mobility



Project Types

FY 2014 and FY 2015 TAP projects will focus on off-road and on-road trails and bike facilities



<p>Off-Road Trail</p> <p>A trail that is physically separated from motorized vehicular traffic by large open space or barriers and located within an independent right-of-way or trail easement; used by bicyclists, pedestrians, skaters, wheelchair users, joggers and other non-motorized users. These are best located in railroad right-of-ways, floodplains, and designated greenways. Minimum width is 8 feet. See AASHTO guide for the development of bicycle facilities.</p>	
<p>With-Road Linkage</p> <p>A trail that predominately follows a street and is physically separated from motorized vehicular traffic by a small open space or barrier within a street or road right-of-way; used by bicyclists, pedestrians, skaters, wheelchair users, joggers and other non-motorized users.</p>	
<p>Signed Shared Roadway</p> <p>A roadway which is open to both bicycle and motor vehicle travel designated with share the road signs and sharrows. This may be an existing roadway, street with wide curb lanes, or road with paved shoulders. These should be located on streets with speeds of less than 35 mph, relatively low traffic volumes and no or limited on-street parking. See MUTCD standards for sign and symbol placement guidelines.</p>	
<p>Bike Lane</p> <p>A portion of a roadway which has been designated by striping, signing and pavement markings for the preferential or exclusive use of bicyclists. Minimum width is 5 feet. See MUTCD standards for marking placement and sign guidelines.</p>	

In 2010 the Active Transportation Committee focused its interest mainly on the off-road trails. As a result of mapping the existing and city planned trails in the urban corridor, sections of no off-road trail and no planned off-road trails have been identified mainly in Springdale and Lowell, critical for

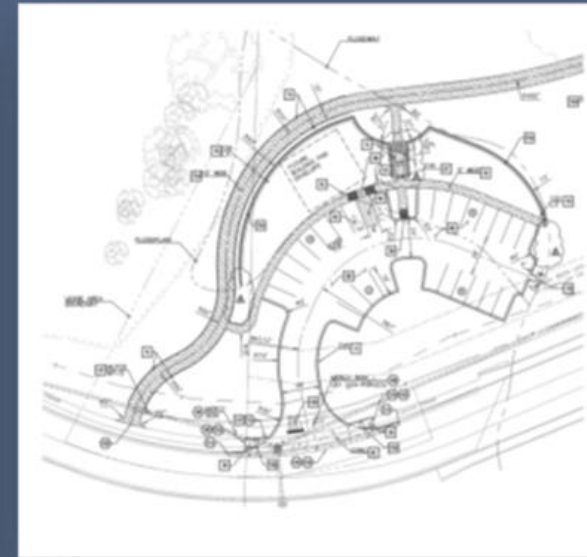
NWARPC Transportation Alternatives Program (TAP)

- NWARPC – FY2013
- \$450,000

Fayetteville Town Branch Trail



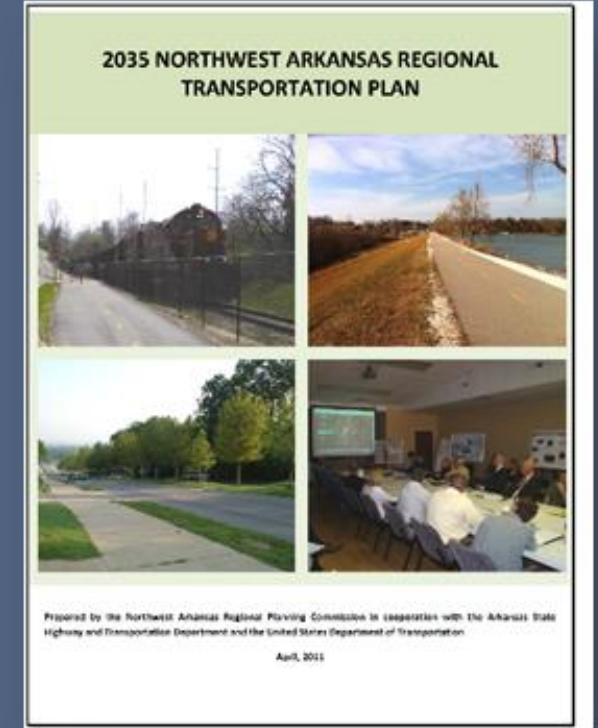
Rogers Mercy Trailhead Phase II

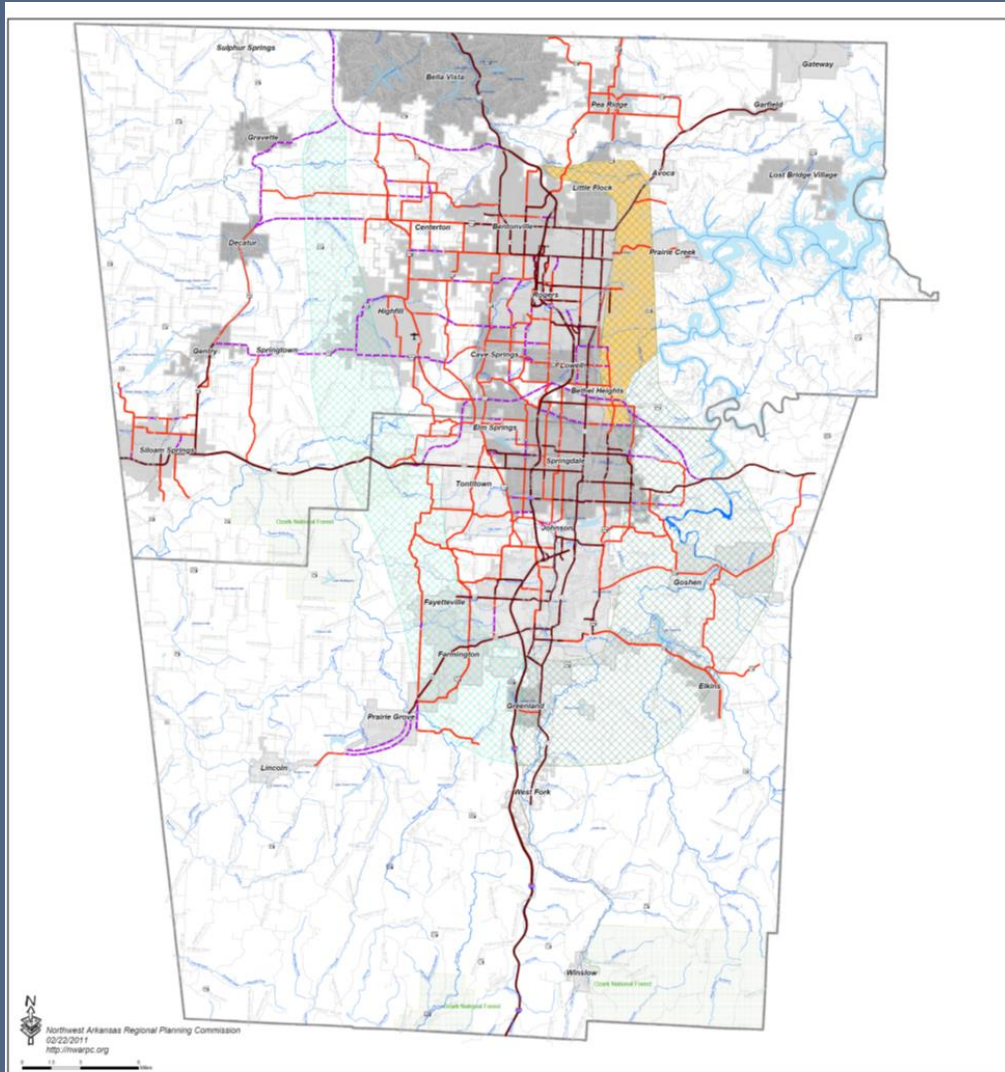


- NWARPC – FY2014
- \$450,000

STP-A - NWARPC

- The STP-A Committee recommended the majority of funding be directed towards Projects of Regional Significance and up to 20% of funding for other eligible projects.
- The Committee recommended a minimum project size of \$125,000 for engineering design projects and \$1,250,000 for construction projects.
- A goal is to allocate no more than 50% of the Regionally Significant funds to a project sponsor in one year with an understanding that regional significant funding should be equitably distributed within the Urbanized Area.





2035 Proposed Network for Northwest Arkansas

- | | | | |
|--|--|---|---|
| <ul style="list-style-type: none"> — Road Centerlines — Railroad — Large Streams — Lakes — National Forest Boundary | <p>4+ Lanes (2010 TDM)</p> <ul style="list-style-type: none"> — 4+ Lanes | <p>2035 Future 4+ Lane Roads</p> <ul style="list-style-type: none"> — On Existing Road - - - On New Road | <p>Proposed Corridors</p> <ul style="list-style-type: none"> Western Beltway Eastern Parkway Eastern Corridor |
|--|--|---|---|

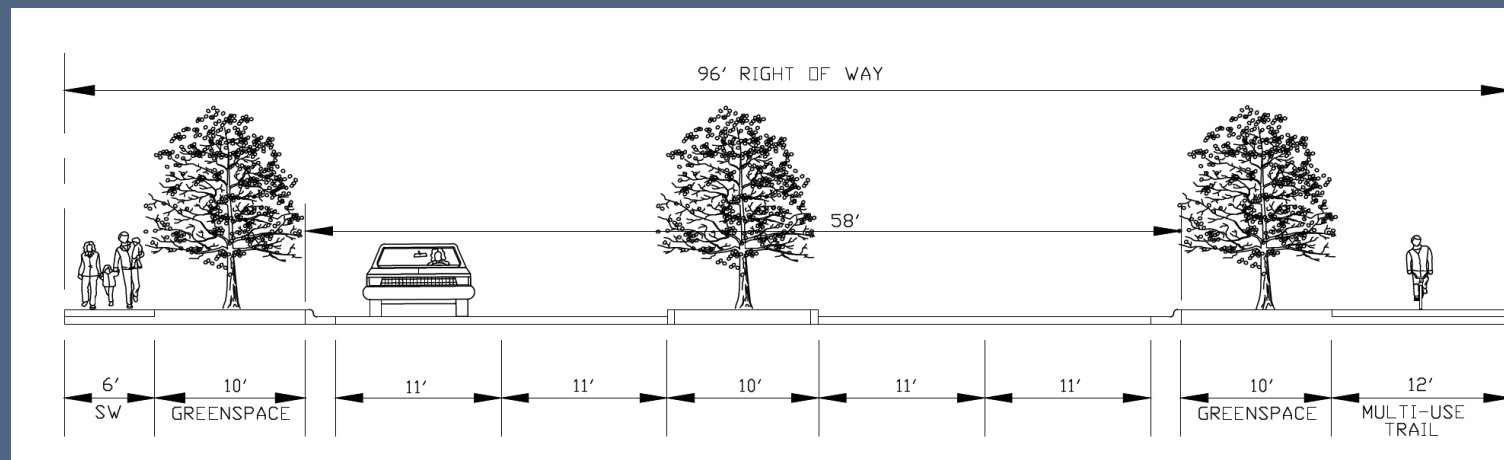


HWY 265 – AHTD and City Cost-Share

STP-A Project Selection

Projects will be evaluated and scored based on the six categories listed below:

- A. Congestion Management
- B. Regional Significance/Connectivity
- C. Safety
- D. Overall Improvement to the Transportation System
- E. Project Design
- F. Project Continuation, Partnership, Cost-Sharing



Ripple Road – FY2013 STP-A

Northwest Arkansas Regional Bicycle and Pedestrian Master Plan

- Master Planning Process 2013 to 2015
- 25 Communities - 1,000+ population
- A goal is to have minimum of 750 residents participate in the planning process
- A goal is to have 80% of the communities adopt Bicycle and Pedestrian Plans
- Bronze Bicycle Friendly Communities designation
- Plan will be incorporated into the NWA Regional Transportation Plan
- Focus on the 5 E's:
 - **Engineering:** Creating safe and convenient places to ride and park
 - **Education:** Giving people of all ages and abilities the skills and confidence to ride
 - **Encouragement:** Creating a strong bike culture that welcomes and celebrates bicycling
 - **Enforcement:** Ensuring safe roads for all users
 - **Evaluation & Planning:** Planning for bicycling as a safe and viable transportation



Northwest Arkansas Regional Planning Commission

Proposal for NWA Regional Bicycle and Pedestrian Master Plan

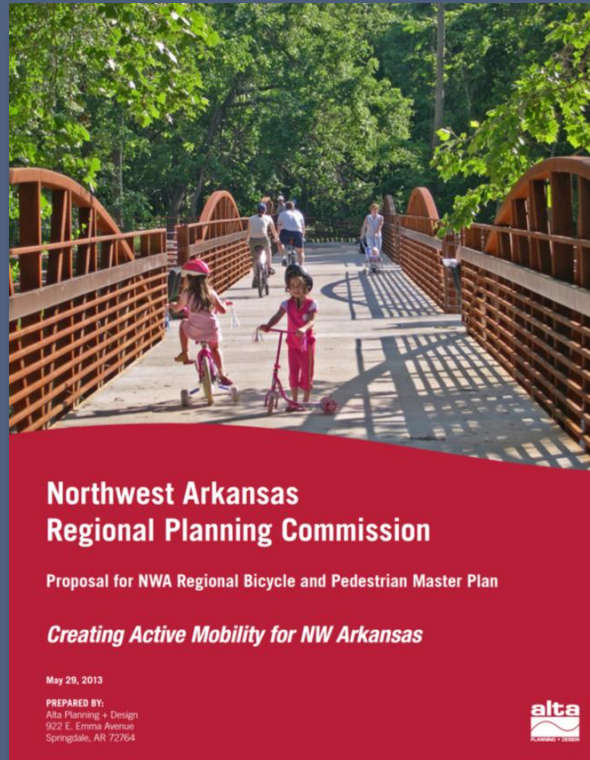
Creating Active Mobility for NW Arkansas

May 29, 2013

PREPARED BY:
Alta Planning + Design
922 E. Emma Avenue
Springdale, AR 72764



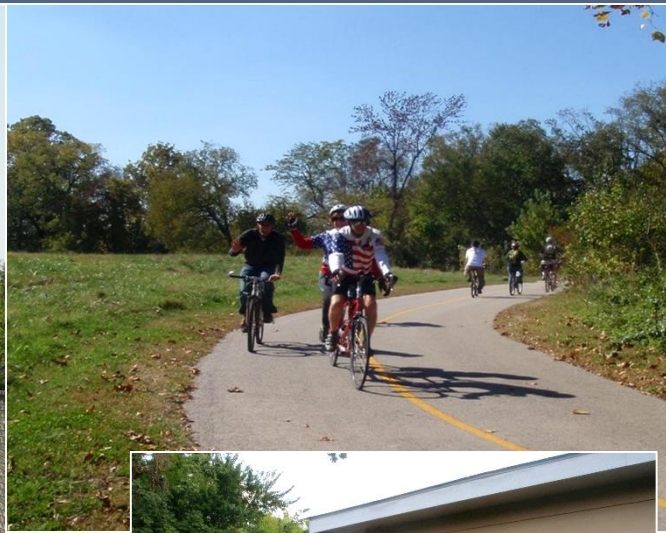
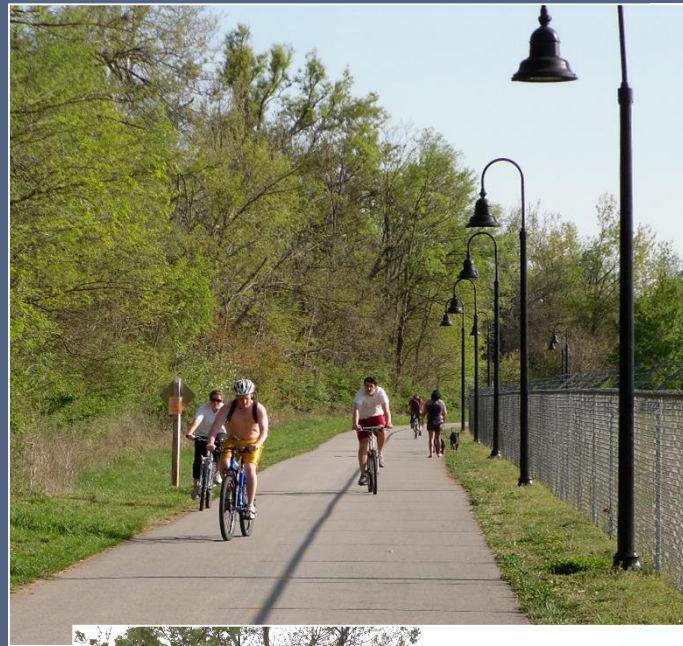
Northwest Arkansas Regional Bicycle and Pedestrian Master Plan



Jurisdiction	2000 Census	2010 Census	Individual Master Plan Required*
1. Avoca	423	488	No
2. Bella Vista		26,461	Yes
3. Bentonville	19,730	35,301	Yes
4. Bethel Heights	714	2,372	Yes
5. Cave Springs	1,103	1,729	Yes
6. Centerton	2,146	9,515	Yes
7. Decatur	1,314	1,699	Yes
8. Elkins	1,251	2,648	Yes
9. Elm Springs	1,044	1,535	Yes
10. Farmington	3,605	5,974	Yes
11. Fayetteville	58,047	73,580	Yes
12. Garfield	490	502	No
13. Gateway	116	405	No
14. Gentry	2,165	3,158	Yes
15. Goshen	752	1,071	Yes
16. Gravette	1,810	2,325	Yes
17. Greenland	907	1,259	Yes
18. Highfill	379	583	No
19. Johnson	2,319	3,354	Yes
20. Lincoln	1,752	2,249	Yes
21. Little Flock	2,585	2,585	Yes
22. Lowell	5,013	7,327	Yes
23. Pea Ridge	2,346	4,794	Yes
24. Prairie Grove	2,540	4,380	Yes
25. Rogers	38,829	55,964	Yes
26. Siloam Springs	10,843	15,039	Yes
27. Springdale	45,798	69,797	Yes
28. Springtown	114	87	No
29. Sulphur Springs	671	511	No
30. Tontitown	942	2,460	Yes
31. West Fork	2,042	2,317	Yes
32. Winslow	399	391	No
33. Benton County	153,406	221,339	No
34. Washington County	157,715	203,065	No

Fayetteville Trails

Matt Mihalevich, RLA
City of Fayetteville,
Trails Coordinator



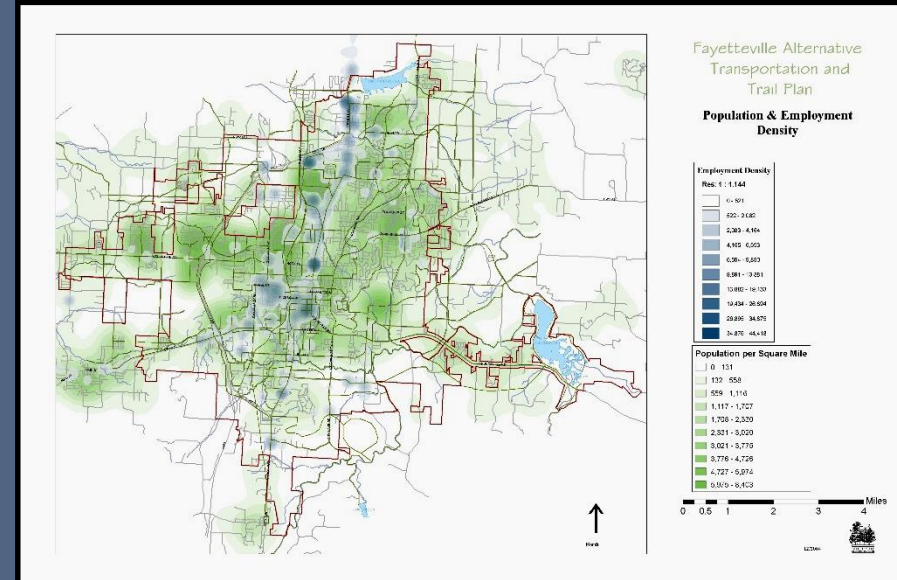
Fayetteville Alternative Transportation and Trails (FATT) Master Plan

Adopted by City Council July 2003

Updated September 2009



Public Planning Workshops



Implementation of the FATT Plan

Trails Construction Crew Created in 2005



9 Member City Crew within the Transportation Division dedicated to building Trails



Trails Construction Equipment



- 1 Trackhoe
- 1 Backhoe
- 1 Bobcat ToolCat
- 1 Bobcat Skid Steer
- 4 Dump Trucks
- 2 Crew Trucks
- 1 Roller
- 1 Small Dozer

Other Equipment borrowed within the Transportation division including asphalt lay-down machine and grader

Property Acquisition



The City Trails Coordinator works to finalize a trail easement

Acquiring land from property owners is an essential part of creating a network of trails.

2/3rds of the easements necessary for Scull Creek Trail were donated.

Current Trail Status

- Existing: 22 miles of multi-use trails
- Proposed: 100 miles of trails throughout the City of Fayetteville
- Goal: 2-3 miles completed annually
- Funding Sources:

2006 Sales Tax bond approved by voters for 2.1 million in trail development

1.5 million annual funding from CIP local sales tax revenue

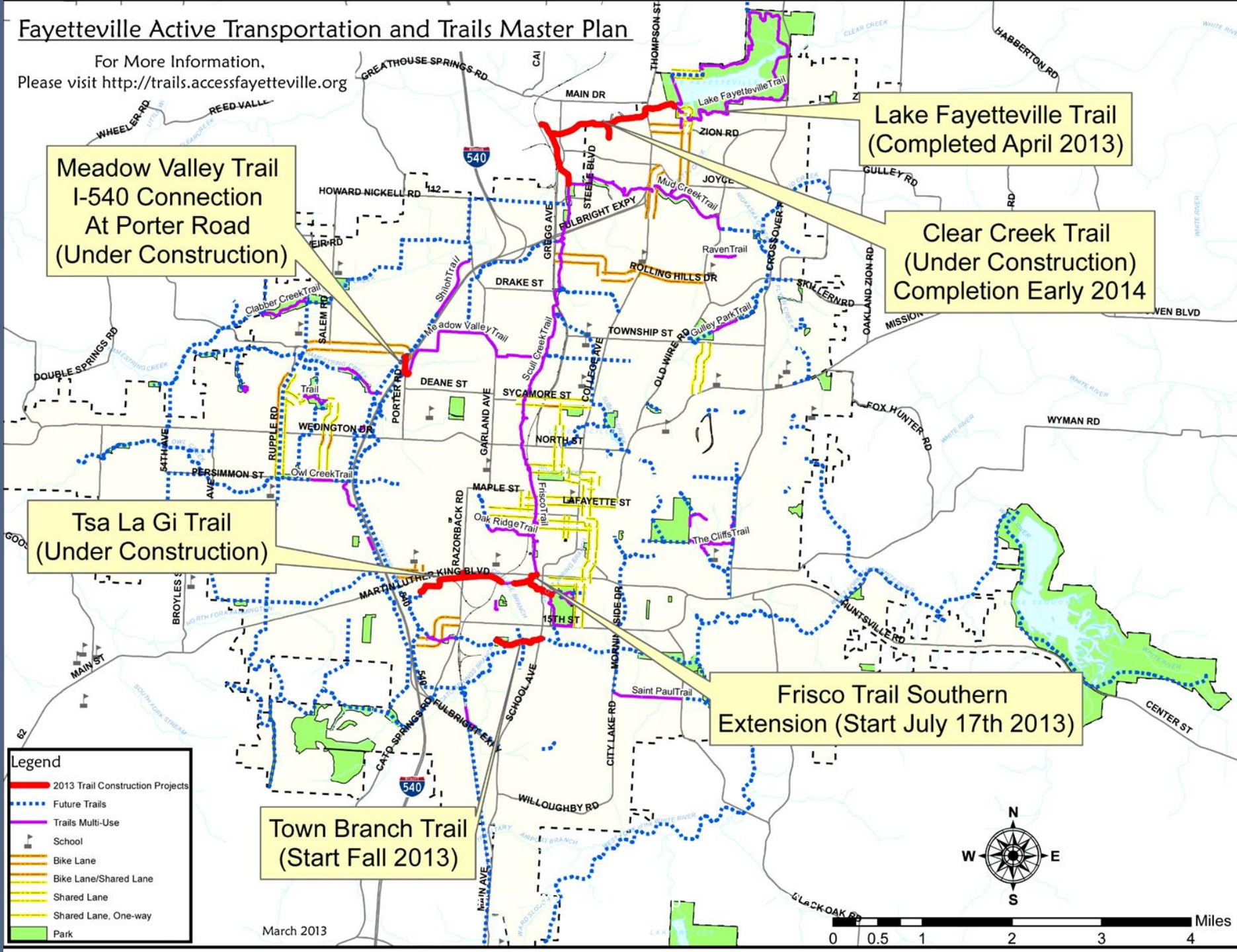
AHTD Recreational Trails Program

AHTD Transportation Enhancement

Private Funding through NWARPC for Regional Trail

Fayetteville Active Transportation and Trails Master Plan

For More Information,
Please visit <http://trails.accessfayetteville.org>



Meadow Valley Trail
I-540 Connection
At Porter Road
(Under Construction)

Lake Fayetteville Trail
(Completed April 2013)

Clear Creek Trail
(Under Construction)
Completion Early 2014

Tsa La Gi Trail
(Under Construction)

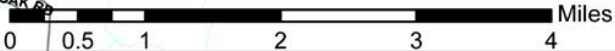
Frisco Trail Southern
Extension (Start July 17th 2013)

Town Branch Trail
(Start Fall 2013)

Legend

- 2013 Trail Construction Projects
- - - Future Trails
- Trails Multi-Use
- School
- Bike Lane
- Bike Lane/Shared Lane
- Shared Lane
- Shared Lane, One-way
- Park

March 2013



Colored Concrete At-Grade Crosswalk





Meadow Valley Trail

Navigating MAP-21 Workshop – July 18, 2013

Recreational Trails Program History

Funding Year	AHTD Project #	Trail Project Name	Location/Description	Funding
1997	040271	Lake Fayetteville Kiosks	Three trailhead kiosks at Lake Fayetteville – North Shore, Softball Parking and Veterans Park.	\$20,000
2002	040401	Lake Fayetteville Spillway Bridge	Lake Fayetteville spillway, west of Veterans Park	\$51,247
2003	040425	Lake Fayetteville Spillway Bridge	Combined with the 2002 funds into one project to complete the Lake Fayetteville Spillway Bridge	\$20,000
2007	040507	Mud Creek Trail	Replacement of narrow arch bridge east of Front Street with an ADA compliant bridge.	\$33,600
2008	040530	Mud Creek Trail	Extension of Mud Creek Trail across Mud Creek along Old Missouri Road to Sweetbriar Drive.	\$60,000
2009	040558	Oak Ridge Trail	Frisco Trail west to Garland (Partnership with the U of A)	\$116,534
2010	040613	Lake Fayetteville Trail	Botanical Gardens to Veterans Park	\$80,000
2012	040656	Lake Fayetteville Trail	Lake Fayetteville Road Section at the Marina	\$75,000

Total Funding since 1997 - \$456,381

Lake Fayetteville Spillway Bridge

2002 & 2003
Recreational
Trails
Program

RTP Funding
\$71,247

Total Project
Cost
\$800,000



Mud Creek Trail Bridge

2007
Recreational
Trails
Program

RTP Funding
\$33,600

Total Project
Cost
\$86,320

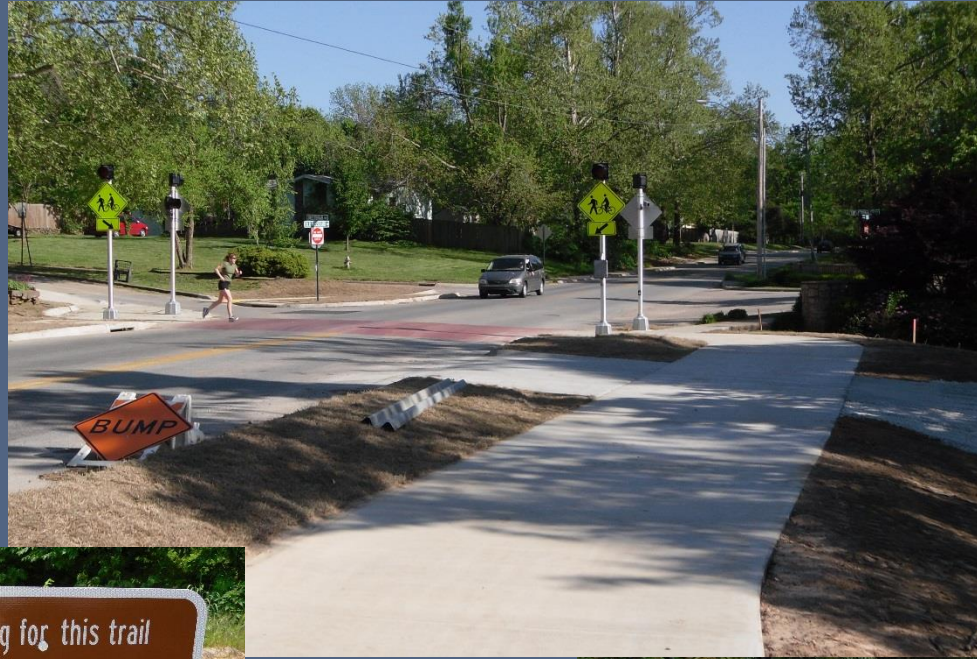


Mud Creek Trail Extension

2008 Recreational Trails Program

RTP Funding
\$60,000

Total Project Cost
\$124,000



Oak Ridge Trail



2009 Recreational
Trails Program

RTP Funding
\$116,534

Total Project Cost
\$391,752

Lake Fayetteville Trail

2010 Recreational Trails Program

RTP Funding
\$80,000

Total Project Cost
\$463,680

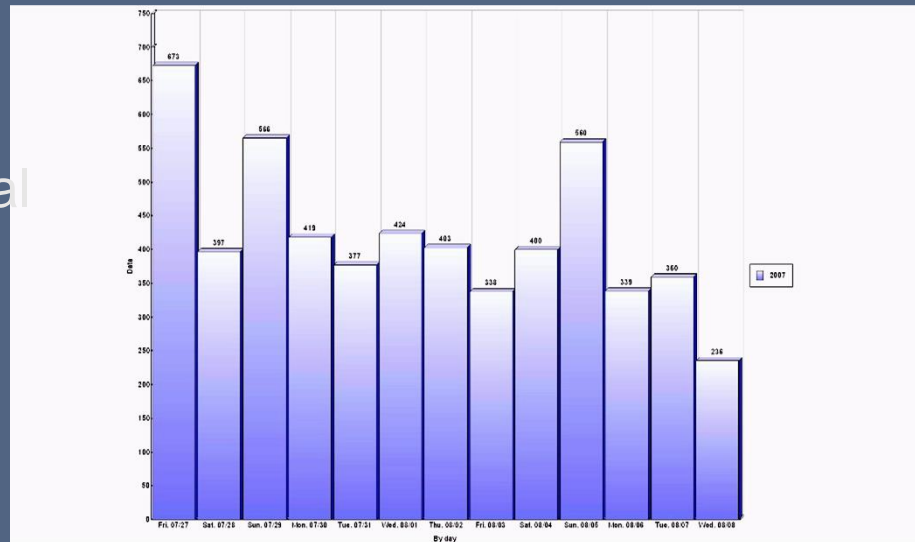


**1,625 People
using the trail
on Sunday,
April 7th**

Trail User Counts

Trail Name	Counter Location	Start Date	End Date	Average Daily Counts
Frisco Trail	At Maple Street	5/26/2011	7/1/2011	685
Wilson Park Trail	East of Block St.	2/27/08	3/27/08	576
Scull Creek Trail	Poplar Street	9/30/08	10/20/08	2,070
Lake Fayetteville Trail	North of Spillway Bridge	6/30/09	8/3/09	460
Scull Creek Trail	North of North Street	8/27/2011	10/18/11	764

Scull Creek Trail experiences over 1,000 people per day on typical weekend days and as many as 3,000 at peak



Fayetteville Trails Awards/Recognition



In 2006 the Lake Fayetteville Spillway Bridge was awarded an Engineering Excellence Award from the American Council of Engineering Companies of Arkansas and the Public Works Small Project of the Year from the American Public Works Association of Arkansas.

Bronze Bicycle Friendly Community Award by the League of American Bicyclists – September, 2010



Contacts

Matt Mihalevich

(479) 444-3416

mmihalevich@ci.fayetteville.ar.us

<http://trails.accessfayetteville.ar.us>

Thank You

Questions?

