

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

ENTITY	MEMBER	ATTENDING	PROXY
AVOCA	ROBERT WHITEHORN NANETTE BARNES	X	
BELLA VISTA	DOUG TAPP	X	
BENTON COUNTY	JUDGE BARRY MOEHRING JOSH BEAM DEAN KLINGMON	X	
BENTONVILLE	DENNIS BIRGE DAN WEESE	X	
CAVE SPRINGS	MAYOR RANDALL NOBLETT		
CENTERTON	MAYOR BILL EDWARDS	X	
ELKINS	MAYOR BRUCE LEDFORD		
ELM SPRINGS	MAYOR HAROLD DOUTHIT		
FARMINGTON	MELISSA McCARVILLE	X	
FAYETTEVILLE	PAUL LIBERTINI CHRIS BROWN	X X	
GENTRY	MAYOR KEVIN JOHNSTON		
GREENLAND	MAYOR BILL GROOM		
HIGHFILL	MICHELLE RIEFF/ROB HOLLAND		
JOHNSON	MAYOR CHRIS KEENEY	X	
LINCOLN	MAYOR DOUG HUTCHENS		
LITTLE FLOCK	MAYOR TRACY ENGLEBRECHT		
LOWELL	MAYOR CHRIS MOORE RICK STONE	X	
PEA RIDGE	MAYOR JACKIE CRABTREE NATHAN SEE	X	
PRAIRIE GROVE	MAYOR SONNY HUDSON	X	
ROGERS	LANCE JOBE	X	
SILOAM SPRINGS	BEN RHOADS JUSTIN BLAND	X X	X JUSTIN BLAND
SPRINGDALE	PATSY CHRISTIE BRAD BALDWIN	X X	
TONTITOWN	PAUL COLVIN RENEE BIBY		
WASHINGTON CO.	CHARLES WARD NATHAN CROUCH	X	
WEST FORK	MAYOR HEITH CAUDLE		
NWARPC	JEFF HAWKINS	X	
BEAVER H2O DISTRICT	CODY HUDSON		
OZARK REG. TRANSIT	JOEL GARDNER	X	
RAZORBACK TRANSIT	GARY K. SMITH ADAM WADDELL	X	
U OF A	MIKE JOHNSON		X SCOTT TURLEY
MoDOT	FRANK MILLER		
NWA NATIONAL AIRPORT	AARON BURKES		
PINEVILLE/McDONALD CO.			
ARDOT PLANNING	CHRIS DILLAHA SUNNY FARMAHAN	X	
ARDOT DISTRICT 9	STACEY BURGE		
FHWA	AMY HEFLIN	X	

**NWARPC STAFF:** Tim Conklin, AICP, Celia Scott-Silkwood, AICP, Cristina Scarlat, Elizabeth Bowen  
**OTHERS:** Dawn Warrick (Freese Consultants); Steven Beam (Burns & McDonnell); Britni O'Connor (MoDOT); Jason Eldridge (Emery Sapp); Tom Brown (Ozark Rail & Bus Transit Society [ORBTS])

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**NOTE: THIS MEETING WAS HELD VIRTUALLY DUE TO CORONAVIRUS PANDEMIC.**

**1. CALL TO ORDER**

Chair Patsy Christie called the meeting to order. She said that members would vote on motions using the poll function in Zoom. Celia Scott-Silkwood recorded member names and tallied votes. A quorum was reached.

**2. APPROVE TAC DECEMBER 17, 2020 MEETING MINUTES**

**MOTION:** Chair Patsy Christie asked for a motion to approve the December 17, 2020 TAC Meeting Minutes. Chris Keeney made the motion to approve the Minutes as distributed. Jackie Crabtree provided the second. Motion passes unanimously.

**3. DRAFT NWARPC 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) – INTRODUCTION OF WEB PAGE WITH DRAFT CHAPTERS**

Tim Conklin said that at the December 17, 2020 TAC meeting staff presented a more in-depth summary of the draft MTP chapters. The presentation at this meeting would be at a higher level.

- The draft MTP chapters, as well as other information, is available on the NWARPC web site at: <https://www.nwarpc.org/transportation/metropolitan-transportation-plan/>
- Major Themes/Assumptions
  - Significant projected population increase
  - Significant projected employment increase
  - Significant projected traffic increase – as shown by the NWA Travel Demand Model
  - Growing “up” versus “out” – increased density – shown in local Future Land Use Plans
  - Complete Streets and Complete Networks are desired – NWA Regional Bicycle and Pedestrian Master Plan, Connect NWA-TDP, Targeted Bicycle Network, City bond projects
  - Implementation of FHWA Proven Safety Counter Measures – use of Access Management and Roundabouts
  - Land Use and Transportation connection – Housing plus Transportation – walkable, bikeable, and transit ready – allowing Mode choice
- The MTP covers the Metropolitan Planning Area and all Federal-aid transportation projects are programmed in the Transportation Improvement Program (TIP)
- Draft Chapters

**DRAFT CHAPTERS IN THE NWARPC 2045 MTP**

NWARPC invites the public to view and comment on the following draft chapters:

- Chapter 1 – INTRODUCTION
- Chapter 2 – VISION, GOALS, AND 2045 MTP FRAMEWORK
- Chapter 3 – POPULATION AND LANDUSE
- Chapter 4 – PUBLIC INVOLVEMENT AND INPUT
- Chapter 5 – ENVIRONMENTAL JUSTICE
- Chapter 6 – ENVIRONMENT
- Chapter 7 – TRAVEL PATTERNS AND TRAVEL FORECASTING
- Chapter 8 – FACILITY DESIGN, MANAGEMENT AND OPERATIONS, AND SYSTEM PERFORMANCE
- Chapter 9 – TRANSPORTATION PROJECTS AND FUNDING
- Chapter 10 – BICYCLE AND PEDESTRIAN FACILITIES
- Chapter 11 – PUBLIC TRANSPORTATION
- Chapter 12 – MULTIMODAL FREIGHT

**A PUBLIC COMMENT PERIOD WILL BE HELD FROM  
JANUARY 28, 2021 THROUGH FEBRUARY 28, 2021. TO  
SEND A WRITTEN COMMENT:**



**CONTACT US**

Your input is key to planning a regional transportation systems that meets your needs and wants. Send us your thoughts, concerns, and questions.

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HWACFP 2045 Metropolitan Transportation Plan



## CHAPTER 1. INTRODUCTION

### OVERVIEW OF TRANSPORTATION LEGISLATION

The Moving Ahead for Progress in the 21st Century (MAP-21) transportation bill was signed into law on July 6, 2012, and was the first long-term highway authorization enacted since 2005. A key feature of MAP-21 was the establishment of a performance- and outcome-based transportation planning process to prepare for the establishment and use of a performance-based approach to transportation decision-making.

President Obama signed the Fixing America's Surface Transportation (FAST) Act on December 8, 2015, building upon MAP-21. The 2015 MAP-21 Extension Transportation Plan (MTP) was developed under MAP-21/FAST Act guidance.



MAP-21  
FAST

HWACFP 2045 Metropolitan Transportation Plan



## CHAPTER 2. VISION, GOALS AND MTP FRAMEWORK

### 2045 MTP VISION

In order to create a framework for the 2045 Metropolitan Transportation Plan (MTP), a vision statement was drafted by the Vision/Goals Committee and presented to the TAC, RFP/Policy Committee and the public. As is evident in the following vision statement, the region understands the rapid growth rate of the area and the need for a multibillion alternative, resilient, sustainable transportation system.

The Northwest Arkansas region will develop and maintain a safe, reliable, and efficient transportation system for the movement of people and goods throughout the area. The system will include a public transit, well-integrated and connected roadway, transit, freight, pedestrian and bicycle network. The system will enhance and sustain a high level of economic vitality, community livability and quality of life by providing investment of goods, choice, mobility, convenience and energy efficiency.

### GOALS, OBJECTIVES AND MTP FRAMEWORK


In order to create a plan to implement the aforementioned vision, the goals and supporting objectives were adopted. The Goals and Objectives were derived from the extensive public input gathered throughout MTP development, and approved by the TAC and RFP/Policy Committee. The MTP Goals and Objectives create the groundwork for future policies to ensure that Northwest Arkansas is able to meet the demands of the transportation system in the most economical manner. Additionally, they challenge the region to think beyond strictly transportation and begin to make the connection between transportation and the broader society.

### 2045 MTP FRAMEWORK

To guide decision-making and comply with the Federal transportation legislation, MAP-21/FAST Act, the 2045 MTP Framework was developed around national goals, RPO/FAST Act goals, and MTP goals. The table below illustrates how Federal and State DOT transportation goals align with MTP 2045 goals. The 2045 MTP Framework also establishes general MTP System Performance Measures tied to each of the national, State and MTP goals with the opportunity to track progress towards those goals.

Vision, Goals and MTP Framework 2-1

HWACFP 2045 Metropolitan Transportation Plan



## CHAPTER 3. POPULATION, HOUSING AND LANDUSE


### OVERVIEW OF EXISTING SOCIO-ECONOMIC CONDITIONS

The HWACFP's federally designated Metropolitan Planning Organization (MPO), the Benton and Washington Counties, Arkansas and a portion of McDonald County, Missouri.

The Urbanized Area for this region, as identified by the U.S. Census Bureau includes Benton and Washington Counties and a portion of McDonald County.

The U.S. Census Bureau designated Fayetteville-Springdale-Rogers Metropolitan Statistical Area (MSA) includes Benton County, Washington County and Madison County, Arkansas (three-county area).

For the purpose of this chapter, "Northwest Arkansas" will refer to the two-county area of Benton and Washington Counties in Arkansas, and, where specified, will include the portion of McDonald County, Missouri.




Fayetteville-Springdale-Rogers, AR-MSA Area

### Geographic Profile

The Fayetteville-Springdale-Rogers Metropolitan Statistical Area currently encompasses three counties including Benton, Madison, and Washington Counties in Arkansas. The Northwest Arkansas Transportation Study Area (NARTS) consists of Benton and Washington County and a small portion of McDonald County in Missouri.

Population, Housing and Land Use 3-1

HWACFP 2045 Metropolitan Transportation Plan



## CHAPTER 4. PUBLIC INVOLVEMENT AND INPUT

The HWACFP has established a proactive public involvement process in the planning of regional transportation projects through the Public Participation Plan (PPP). The PPP was adopted in 2017, with an update approved in September 2014 and October 2020, as part of the 2045 MTP update. The full document can be viewed at: <https://www.hwacfp.org/Assets/PPP/PPP%202020%20PUBLIC%20PARTICIPATION%20PLAN%202020.pdf>

The PPP sets out the process by which the MPO and other stakeholders will accomplish public outreach throughout the development process. The PPP outlines procedures that are designed to promote and encourage public participation and involvement in the transportation planning process.

The MTP update officially began in the fall 2018, however, public engagement and involvement began in fall 2017 with the first of a series of informational public events. Events, newspaper articles, surveys, newsletters, fairs, and other forms of public notification and involvement continued up to the adoption of the HWACFP 2045 MTP in March 2021.

The year 2020 brought COVID-19 in-person public meetings, events, etc., due to the spring drive and COVID-19 pandemic and health emergency. HWACFP continued to focus on the public of virtual public engagement meetings and events.

A transit development plan update was held in tandem with the MTP update. Numerous public events were held that helped gather public opinions and input.

The TAC was actively involved in the many community outreach events that took place during the development of the MTP. The TAC met in advance of major events to understand what information would be shared, attended the public input events to hear the views and opinions of the citizens that heard and, finally, met after the events to make technical recommendations, which reflected the input of the meeting participants. All TAC recommendations were forwarded to the RFP/Policy Committee for formal approval or adoption.

Community involvement, input, and engagement is necessary as a way to gain public sentiment and to meet and inform the development of MTP goals and recommendations.

Public Involvement 4-

HWACFP 2045 Metropolitan Transportation Plan



## CHAPTER 5. ENVIRONMENTAL JUSTICE

### INTRODUCTION

Environmental justice (EJ) is a process that ensures that the minority and low-income populations are not excluded from policy-making or decision-making processes with regards to transportation and are also not negatively impacted by environmental burdens.

The framework for the approach to environmental justice is found in Title VI of the 1964 Civil Rights Act, the Executive Order 12898, "Executive Order to Address Environmental Justice in Minority Populations and Low-income Populations" was signed on February 18, 1994. The Presidential memorandum accompanying EO 12898 identified Title VI of the Civil Rights Act of 1964 as one of several federal laws that should be applied "to prevent, remedy, and address environmental effects." According to the U.S. Department of Justice, "the high level of environmental justice – that development and urban renewal benefiting a community as a whole but be unjustly purchased through the disproportionate placement of its adverse environmental and health burdens on the community's minority – flows directly from the underlying principle of Title VI."

The Executive Order identifies minority populations as belonging to any of the following groups:

- Black or African American - a person having origins from any of the black racial groups of Africa
- Hispanic or Latino - a person of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.
- Asian American - a person having origins in any of the original peoples of the Far East, Southeast Asia, or the Indian subcontinent.
- American Indian and Alaska Native - a person having origins from any of the original people of North America, South America (including Central America) and who maintain cultural identification through tribal affiliation or community recognition or
- Native Hawaiian and Other Pacific Islander - people having origins in any of the original peoples of Hawaii, Guam, Samoa, or other Pacific Islands.
- Minority population means any readily identifiable groups of minority persons who live in geographic proximity, and if circumstances warrant, geographically dispersed persons (such as migrant workers or Native Americans) who would be unduly affected by a proposed DOT program, policy or activity.

Environmental Justice 5-1

HWACFP 2045 Metropolitan Transportation Plan



## CHAPTER 6. ENVIRONMENT

The natural environment has become increasingly important in the transportation planning process. Environmental assessment studies are often required for transportation projects in order to ensure that effects on wildlife habitats and natural resources would be mitigated as much as possible. The Northwest Arkansas region faces typical environmental challenges such as soil erosion during road construction or impact on water quality and, as a result, there is an increasing need to protect the habitats of unique species, such as the threatened Clark's Sparrowhawk (a migratory bird) and to protect ground-water recharge areas as the region experiences growth. Important environmental factors to consider for transportation planning purposes include expanding urban land area, the widening and building of new roadways, and the choice of road materials.

Transportation and the environment are linked through climate from roadways and pollution through vehicle emissions. Transportation is one of the largest factors related to energy and emissions. Energy conservation can help reduce total daily pollution output. Solutions such as evening or public transportation can help cut down on emissions released into the air. Environmentally friendly practices and construction materials will also reduce transportation environmental impact. Technology continues to quickly improve and ideas such as autonomous vehicles and drone delivery will likely have favorable impacts on our environment.

The FAST Act, which was signed into law on December 8, 2015 is a transportation bill that includes Planning Factor 9: Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation and Planning Factor 10: Reduce road and shoulder. These elements have always been a consideration in the transportation process in NAA.

Northwest Arkansas has a rich cultural history. Transportation plans must also take historic and cultural factors into consideration. Roadways are a legacy or heritage, historic and cultural environmental factors of Northwest Arkansas include the Chicago Trail of Tears, the Ozark and the Old Missouri Road/Old One Road/Bartholomew Coach Trail, historic buildings, historic sites, archeological sites, and cemeteries are additional examples of historic and cultural factors. It is important that these factors be considered when road alignments, the type of roadways, and the type of roadways are chosen. For example, a limited access boulevard with a greenway median may be more appropriate than a two-lane highway through a historic district area.

A series of studies and initiatives have been undertaken to address the environmental and cultural factors for preservation or mitigation in the region. Protecting and preserving our environment and promoting our rich natural resources, our cultural resources enhance the travel and tourism and the quality of life in the region. Working with federal, state, local governments, non-profits, and organizations is necessary to determine what and how the environment is being impacted and what are the best ways to mitigate impact.

Environment 6-1

# NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES

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### CHAPTER 7. TRAVEL PATTERNS AND TRAVEL FORECASTING

#### TRAVEL PATTERNS

Northwest Arkansas has experienced unprecedented growth in population and employment in the past 20 years. The economic vitality and diversity of population have been strong catalysts for the growth of the region.

In Northwest Arkansas, the majority of the population uses an automobile for work-related trips. According to the American Community Survey (ACS) 5-year estimate of 2019, the vast majority, 94 percent of workers 16 years and over, in Benton and Washington Counties in Northwest Arkansas County is commuted to work by car, truck, or van.

Figure 7.1 and Figure 7.2 illustrate the percentage for each mode of transportation that workers 16 years and over used to commute to work for two five-year estimates (2009-2013 and 2015-2019). In Benton County, the percent of workers who drove alone increased from 62.4 percent in 2013 to 68.9 percent in 2019. In Washington County, this figure increased from 70.8 percent in 2013 to 76.8 percent in 2019. In Benton and Washington Counties, the percentage of workers who drove alone increased from 1 percent to 5.7 percent by 2019 for the same category. Benton and Washington County percent stayed at 0.5 percent.




Travel Patterns and Travel Forecasting 7-1



### CHAPTER 8. FACILITY DESIGN, MANAGEMENT AND OPERATIONS, AND SYSTEM PERFORMANCE

#### TRANSPORTATION DESIGN

Roadway facilities are classified as Freeway/Expressways, Major Arterials, Minor Arterials, Major Collectors, Minor Collectors and Local Streets. These classifications reflect the ability of the various facilities, as illustrated below, with the higher classifications more responsible for moving traffic long distances while the lower functional classes are primarily responsible for access to land. It is necessary for roadways to be able to fit the State's functionally classified system to qualify for State and Federal funding. Major 8.1 on this slide page shows how functionally classified systems.

Of particular importance to the rapidly growing area of Northwest Arkansas is adequate protection of right-of-way and adjacent land to current and proposed roads. A primary goal for this protection is the adopted master street plan of the cities and road plan of the counties.

The area's cities and counties are urged to consider the existing functionally classified system as well as the proposed 2045 network to ensure the necessary right-of-way through their adopted plan and ordinances.



It should also be noted that the cross-section designs in the 2045 MTP reflect recommended designs and that some areas of commercial or industrial development will require cross-section designs higher than the typical cross-section of the designated functional class of the roadway. Owners should identify these areas and preserve the necessary right-of-way for the higher design.

Facility Design, Management and Operations, and System Performance 8-1



### CHAPTER 9. TRANSPORTATION PROJECTS AND FUNDING

#### INTRODUCTION

The 2045 Proposed Network and the Constrained and Unconstrained Road Project Lists represent potential roadway and highway improvements in the region. The individual cities and counties also have important projects that will utilize a combination of Federal, State, and local funding. A major component of the 2045 MTP is to take the estimated available funds through the year 2045 and prioritize the potential projects within the limits of the estimated funds. The purpose of developing the Constrained List is to determine a total direction or split of the transportation planning process.


The Constrained List consists of projects that can reasonably be expected to be funded with Federal and State funds during the 20-year planning period. This is determined by estimating Federal and State funds that can reasonably be expected to come to the area given the area's highway network, urbanized area, population, etc. These estimates are provided by AASHTO and MDOT and are not intended to be a guarantee of funding. They are conservative, reasonable estimates of future funding to guide development of the 2045 MTP. The split of the transportation projects in the MTP have been adjusted to represent future Federal construction costs at a rate of 0.2 percent annually.

The Unconstrained List of projects in the 2045 MTP necessarily starts with the adopted FY 2021-2024 TIP which shows the projects that already have Federal, State, and local commitments. The list of TIP projects is included in Appendix D: FY 2021-2024 Transportation Improvement Program (TIP) and many of the projects are also represented on various figures and maps throughout the plan.

#### SUMMARY OF FEDERAL AID PROGRAMS AND FUNDING

AASHTO has provided Federal funding estimates for transportation projects in the Metropolitan Planning Area (MPA). The estimated total by year (2020-2030, 2031-2040, and 2041-2050) reflect the estimated Federal funds and required matching funds and have been inflated by 2 percent per year to 2045. Federal aid programs include:

Transportation Projects and Funding 9-1



### CHAPTER 10. BICYCLE AND PEDESTRIAN FACILITIES

Northwest Arkansas' population is growing rapidly. Public support and advocacy for improved conditions for bicycling and walking have grown over time, as evidenced by community input and community funding towards facilities. This emphasis on non-motorized transportation reflects a desire by the region's population for livable, walkable communities, in which young and old alike are able to move about.

Almost every transportation improvement is an opportunity to enhance the safety and efficiency of walking and bicycling. Bicycle and pedestrian needs must be given "first consideration" under Federal and State transportation laws (23 U.S.C. 2376(b)(3)). This consideration should include, at a minimum, a recognition that bicyclists and pedestrians, including persons with disabilities, will be accommodated in the design of transportation facilities.


The benefits of non-motorized transportation include health and environmental as well as economic. Businesses are increasingly concerned about locating in healthy communities in order to attract and retain employees.

Bicycling and walking are important elements of a large, integrated transportation system. Constructing sidewalks, installing bicycle parking at transit, teaching children to ride and walk safely, installing bike racks and ramps for wheelchair, creating bike lanes and building trails, all contribute to transportation goals of safety, mobility, economic growth and trade, and to the enhancement of communities and the natural environment, and security.

#### NORTHWEST ARKANSAS REGIONAL BICYCLE AND PEDESTRIAN MASTER PLAN


The Northwest Arkansas Regional Bicycle and Pedestrian Master Plan was adopted by the RPA Policy Committee on December 1, 2015 and is considered part of the 2045 MTP. The purpose of this Plan is to hold open previous regional bicycle and pedestrian initiatives, including the 2011-2016 Fayetteville Regional Initiative, in setting a clear path for Northwest Arkansas to link its communities and regional destinations with a world-class transportation network.

This Plan is a regional network of bicycle and pedestrian on-road and off-road trail facilities and routes which will be developed by Northwest Arkansas and Benton, Washington and McDonald Counties. <http://www.nwarkansasregion.com/bikeandped>



The Plan recommendations provide both a long-term vision and short-term steps that move communities, counties, towns and cities towards the goal of a world-class bicycle and pedestrian network. The Plan also includes a Resource Appendix with design guidelines, sample complete street recommendations, a walk analysis, program recommendations, a complete project list and much more. There have been multiple amendments since the Plan's adoption in 2015.

Bicycle and Pedestrian Facilities 10-1



### CHAPTER 11. PUBLIC TRANSPORTATION

#### INTRODUCTION

Public transportation is an important transportation mode within the region. Public and private transit systems and facilities make the region more accessible. This includes the aging, elderly, disabled, low-income and all others without means of personal transportation, or simply those who do not wish to drive a private vehicle and desire public transportation as a choice. Transit can serve most people while causing less environmental impact and traffic congestion. Transit reduces dependence on the automobile, helps prevent transportation costs and increases access to job opportunities for those without automobile use. It also provides a means for transportation choices. Transit options can provide safe routes to work, school, medical appointments and shopping.


#### PUBLIC TRANSIT PROVIDERS

Northwest Arkansas has two public transit providers that currently operate in the urban and rural areas of the region and include Dark Transit Arkansas (DTA) and University of Arkansas Razorback Transit. Approximately 1.5 million transit trips were provided in 2019 between the two public transportation systems, with average daily unlinked trips of 1,000 on DTA and 4,500 unlinked trips on Razorback Transit (Table 11.1). Over the last five years, both providers have managed to maintain or increase their ridership year over year. Both DTA and Razorback Transit coordinate their efforts to avoid duplication of service and provide key connections between the two systems when appropriate and University of Arkansas.

Year	Razorback Transit				Dark Transit Arkansas			
	Unlinked Trips	Boardings	Alightings	Boardings	Unlinked Trips	Boardings	Alightings	Boardings
2015	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
2016	1,100	1,100	1,100	1,100	1,100	1,100	1,100	1,100
2017	1,200	1,200	1,200	1,200	1,200	1,200	1,200	1,200
2018	1,300	1,300	1,300	1,300	1,300	1,300	1,300	1,300
2019	1,400	1,400	1,400	1,400	1,400	1,400	1,400	1,400

Table 11.1 - Road Route Unlinked Trips and Demand Response

Public Transportation 11-1



### CHAPTER 12. MULTIMODAL FREIGHT

#### NATIONAL MULTIMODAL FREIGHT POLICY

The U.S. DOT developed the National Freight Strategy Plan (NFS) with vision and goals for the nation's multimodal freight system and to define strategies to achieve those goals. The NFS is a public national freight policy, program, initiatives, and investments. The Plan also is used to inform state freight plans and identify freight data and research needs.

According to the NFS website: <https://www.transportation.gov/nfs> Strategic Goals include:

- IMPROVE the safety, security, and resilience of the freight system.
- INCREASE multimodal freight infrastructure and operations to grow the economic, increase competitiveness, and improve quality of life.
- INNOVATE programs for the future by supporting the development of data, technology, and workforce capabilities that improve freight system performance.

#### INTERMODAL TRANSPORT

Intermodal transportation is the transfer of products involving multiple modes of transportation - truck, railroad or ocean carrier. Intermodal, freight, rail and air transportation are all modes of transportation that deserve continued and expanded investments in terms of Federal, State and local resources.

- The trucking industry is facing increasing and significant road congestion, which has prompted some carriers to offer intermodal services.
- Diverting traffic from the highway to the railway may be a solution to the enormous cost of adding highway capacity.
- Shippers demand for capacity and trucker productivity and cost issues have combined to move most of the larger trucking fleets towards offering an intermodal service.
- Intermodal trucks and rails are offering dozens of new "combinos" running into shorter and shorter lengths of haul.

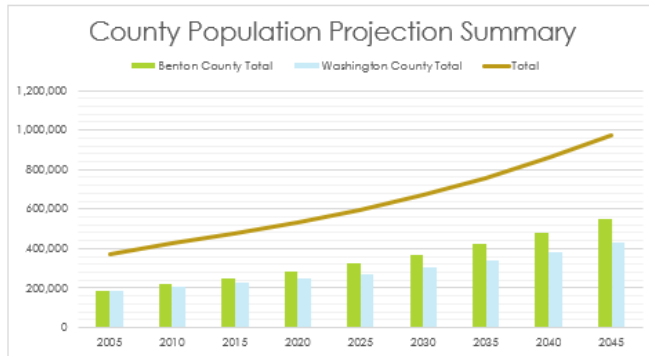
Intermodal, Freight, Rail and Air 12-1

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- Significant Population Increase

City Name	2020 Population Estimate NWARPC	2045 Population Projection NWARPC	2020 to 2045 Difference	Percent Change 2020 to 2045	Annual Average Growth Rate 2020 to 2045
Avoca	520	740	220	42.3%	1.4%
Bella Vista	29,145	48,089	18,944	65.0%	2.0%
Bentonville	57,671	113,658	55,987	97.1%	2.8%
Cave Springs	5,899	14,668	8,769	148.6%	3.7%
Gentryton	17,239	35,412	18,173	105.4%	3.3%
Decatur	1,800	2,681	881	48.9%	1.6%
Wilks	2,595	7,431	4,836	106.7%	2.9%
Jim Springs	2,546	6,365	3,819	150.0%	3.7%
Farmingington	7,578	15,531	7,953	104.9%	2.9%
Fayetteville	89,303	150,977	61,674	69.1%	2.1%
Garfield	587	790	203	34.5%	1.2%
Gateway	486	987	501	103.2%	2.9%
Gentry	4,093	9,126	5,033	123.0%	3.3%
Goshen	2,074	3,569	1,495	72.1%	2.2%
Gravette	3,564	8,331	4,767	133.8%	3.5%
Greenland	1,416	5,522	4,106	290.1%	5.6%
High Hill	641	3,228	2,587	403.6%	6.7%
Johnson	3,788	6,254	2,466	65.1%	2.0%
Lincoln	2,508	4,007	1,499	59.8%	1.9%
Little Rock	2,809	7,072	4,263	151.7%	3.8%
Lowell	9,828	24,646	14,818	150.8%	3.7%
Pea Ridge	6,392	13,284	6,892	107.8%	3.0%
Prairie Grove	7,062	10,668	3,606	51.1%	1.7%
Rogers	70,248	124,307	54,059	77.0%	2.3%
Siloam Springs	17,347	24,788	7,441	42.9%	1.4%
Springdale*	85,187	154,352	69,165	81.2%	2.4%
Springtown	98	211	113	114.9%	3.1%
Sulphur Springs	331	647	316	95.5%	1.9%
Tontitown	4,644	15,548	10,904	234.8%	5.0%
West Fork	2,695	6,867	4,172	154.8%	3.8%
Winslow	428	565	137	32.1%	1.1%
<b>Benton County Population</b>	<b>279,141</b>	<b>545,893</b>	<b>266,752</b>	<b>95.6%</b>	<b>2.7%</b>
<b>Washington County Population</b>	<b>239,187</b>	<b>428,382</b>	<b>189,195</b>	<b>79.1%</b>	<b>2.4%</b>
<b>Unincorporated Areas Population</b>	<b>76,603</b>	<b>150,753</b>	<b>74,150</b>	<b>96.8%</b>	<b>2.7%</b>
<b>Total Two Counties Population</b>	<b>518,328</b>	<b>974,275</b>	<b>455,947</b>	<b>88.0%</b>	<b>2.6%</b>

County Population Control Totals from AEDI:

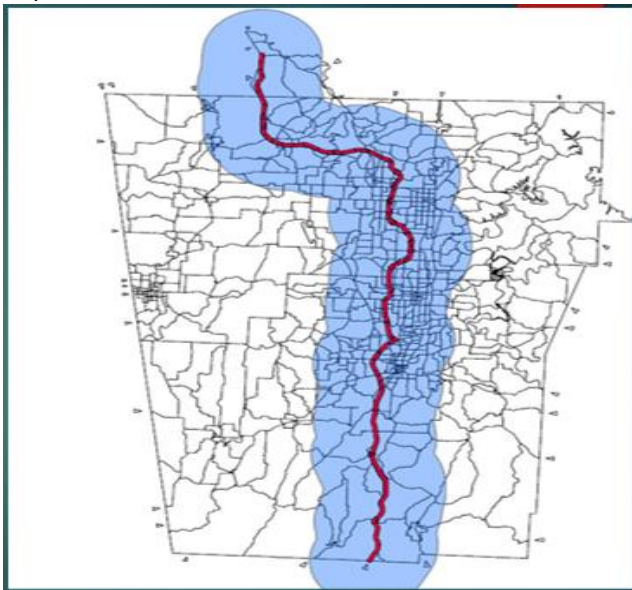


Data Sources: Arkansas Economic Development Institute (AEDI), 2019 – County Total Population

Assumptions: (1) 2020 Population Estimates – 2010 Census Population to July 1, 2019 Population Estimate – Calculated Annual Average Growth Rate and Applied to 2019 July 1<sup>st</sup> Estimate (2) Ratio of population inside cities and outside of cities in unincorporated areas held close to same ratios in future years.

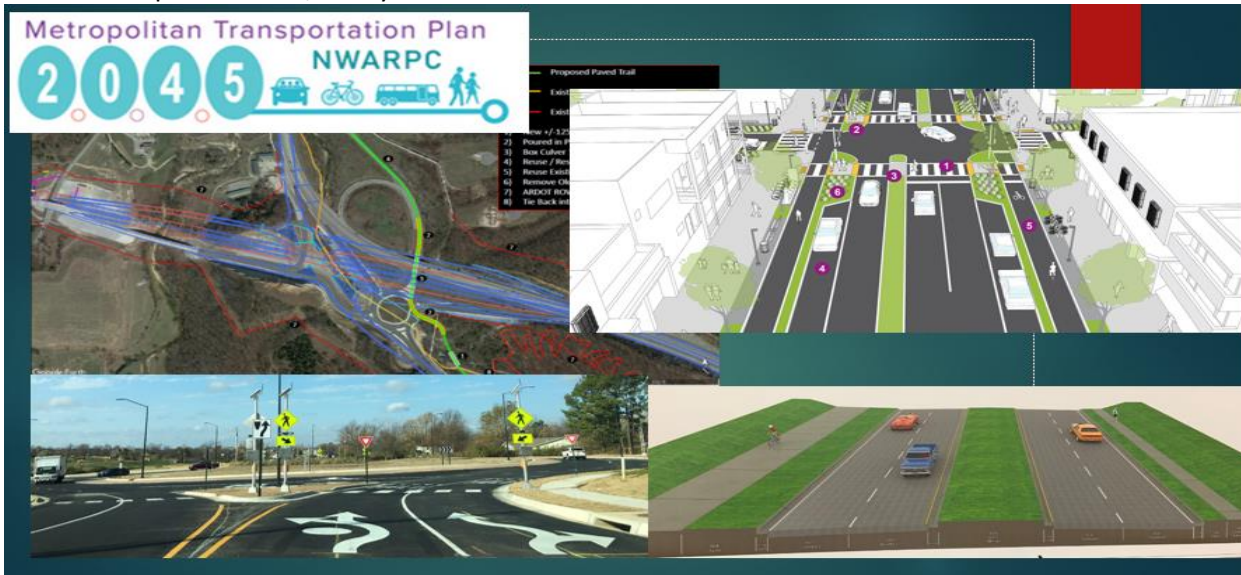


- Land Use and Transportation Plans – Based on city land use and transportation plans (with bond projects), significant increases in residential and employment densities will occur in:
  - Urban Centers
  - 71B Corridor
  - Downtown Centers
  - Regional Centers
  - Commerce Corridor
  - Infill Zones
  - Employment Centers
- Increased Density/Households and Employment – 10-mile-wide corridor (5 miles each side of I-49)

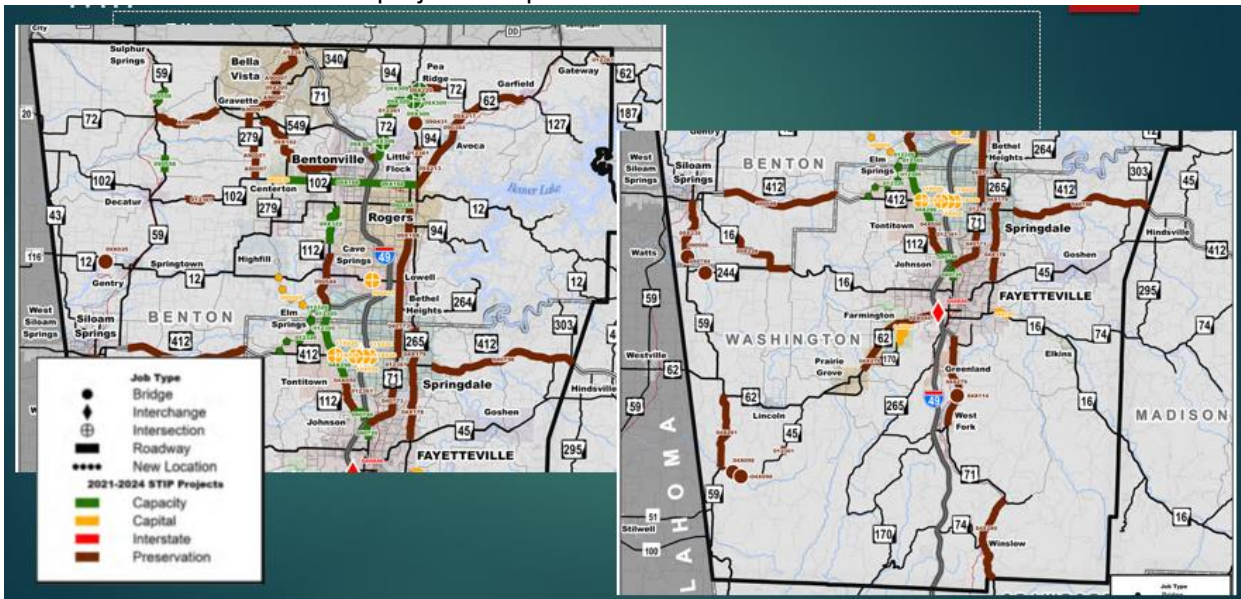


NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
 THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021

- Complete Streets/Safety Counter Measures



- The FFY 2021-2024 TIP projects are part of the MTP



MoDOT Projects include various:

**Asset Management**

- Interstate Pavement
- Major Routes Pavement
- Minor Routes Pavement
- Bridges
- ADA
- ITS/Mobility

**System Improvement and Safety**

- Safety Projects
- U.S. 71 Intersection improvements between I-49 and Bear Hollow Road

**LPA and other Modes**

- 8th Street bridge over Dog Hollow, Pineville
- City of Pineville TAP projects.
- Razorback Greenway Extension Phase I
- Razorback Greenway Extension Phase II

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

- The draft 2045 Fiscally Constrained Project List process:

**1. Start With Adopted 2040 MTP Selected Projects**

- Significant work went into past long range transportation plans to identify and program future projects and many of these projects remain regional priorities and are carried forward.

**2. Adjust Project Estimates for Inflation and Remove Completed Projects**

- In developing the 2045 MTP Constrained List, NWARPC adjusted projects for inflation and removed projects that are already completed.

**3. Demonstrate “Fiscal Constraint” - Financially Constrained Projects**

- The project listing provides a planning estimate of how much Federal and State/local match may be available, identified roadway improvement costs, and the time period in which the project may be constructed/completed –year of expenditure of funds.

- Looking Back – 2040 MTP had 2016-2020 Projects:
  - 17 projects completed
  - 7 projects remained – programmed into the new FFY 2021-2024 TIP
  - FFY 2021-2024 TIP becomes the first 4 years of constrained projects in the 2045 MTP
  - In the table below, all remaining projects are highlighted in orange, and are listed in the FFY 2021-2024 TIP

ARDOT#	State Hwy	County	Project	From	Dir.	To	Miles	Est. Cost	Year	Status (Assume
090338	Hwy 71B	Benton	Add Center Left Turn Lane	Dixieland Rd.	East	8th St.	1	\$ 10,000,000	2021-2030	Programmed
012007	Hwy 265	Benton-Wash.	Widen to 5 Lanes -New	Randall Wobbe Rd.	North	Hwy 264	2.28	\$ 20,000,000	2016-2020	Complete
8275	Hwy 12	Benton	Beaver Lake Str. and Appra					\$ 10,500,000	2016-2030	Project Postpo
090434	Hwy 59	Benton	Wolf Creek and Spring					\$ 1,800,000	2016-2020	Under Constru
090431	Hwy 94	Benton	Little Sugar Creek Str. and					\$ 2,100,000	2016-2020	Programmed
CJ7	Hwy 112	Benton-Wash.	Hwy 112 Corridor	Fayetteville	North	Bentonville	17.93	\$ 13,000,000	2016-2020	Programmed
090433	Hwy 264	Benton	Hwy 264/North					\$ 2,200,000	2021-2030	Programmed
090402	Hwy 264	Benton	Little Osage Creek Str. and					\$ 2,600,000	2016-2020	Under Constru
CJ8	Hwy 340	Benton	Little Sugar & Tanyard					\$ 3,900,000	2021-2030	Under Constru
040X016	Hwy 71B	Washington	Hwy 71B System	Hwy 16	North	Fulbright Expre	5.3	\$ 2,600,000	2021-2030	Complete
040720	Hwy 112	Washington	4-Lane Divided	Poplar St.	North	Drake Street	1.7	\$ 7,800,000	2021-2030	Programmed
040579	Hwy 16	Washington	Widen to 4 Lanes (Sel.	College Ave.	East	Huntsville Roa	0.9	\$ 5,500,000	2016-2020	Under Constru
040683	Hwy 170	Washington	Widen to 3 Lanes	US 62	South	Clyde Carnes F	1.9	\$ 8,000,000	2016-2020	Programmed
090443	Hwy 12	Benton	Springtown - Hwy 279	Springtown		Hwy 279	8.32	\$ 1,400,000	2016-2020	Complete
P233	Hwy 16	Washington	Benton Co Line - East	Benton Co. Line		East	5.1	\$ 1,200,000	2016-2020	Complete
P195	Hwy 16	Washington	Hwy 71 B - Co Rd 49 (System	Hwy 71 B		Co Road 49	13	\$ 3,600,000	2016-2020	Complete
P560	Hwy 43	Benton	North Siloam Springs (System	Hwy 264		N. Siloam Sprin	2.46	\$ 400,000	2016-2020	Complete
090441	Hwy 59	Benton	Sulphur Springs - County Rd	Sulphur Springs		Spavinaw Cree	6.4	\$ 1,100,000	2016-2020	Programmed
P576	Hwy 71	Washington	County Rd 3115 -	County Rd. 3115		Hutchens Cree	2.1	\$ 500,000	2016-2020	Complete
P526	Hwy 94	Benton	Hwy 71B - North of Hwy	Hwy 71B		Hwy 62	2.2	\$ 900,000	2016-2020	Complete
P658A	Hwy 102	Benton	Decatur - Centerton	Decatur		Centerton	6.7	\$ 1,600,000	2016-2020	Complete
S20902	Hwy 94/264	Benton	Hwys 94 and 264 (Sel.				4.46	\$ 1,200,000	2016-2020	Complete
P15	Hwy 265	Washington	Hwy 412 - North (System	Hwy 412		North	2.63	\$ 2,600,000	2016-2020	Complete
090408	Hwy 264	Benton	Good Springs Road -	Good Springs Road		Dixieland	0.6	\$ 1,400,000	2016-2020	Complete
						<b>Total</b>	<b>84.98</b>	<b>\$ 105,900,000</b>		

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

- 2045 Projects and ARDOT Connecting Arkansas Program II (CAP-2):
  - Complete US 412 Bypass from Hwy 265 to Sonora – funded in years 2040 to 2045 (assuming additional CAP/Federal funding 2040-2045)
  - Complete Hwy 112 improvements
  - Complete the XNA Connector
- Draft 2045 Constrained Project List (Arkansas)

State Highway	County	Project	From	Dir.	To	Miles	est. Cost	Year of Expenditure	Funding Source
Hwy 12	Benton	Widen 4-lane Divided	Shell Rd.	South	Regional Dr.	5	\$38,000,000	2025	Fed/State
Hwy 12	Benton	Widen 4-lane divided (pre Eng, ROW, Const Eng)	2nd St.	East	City Limits (Rog)	1.89	\$2,600,000	2025	Fed/State
US 412 Bypass (612)	Benton/Wash.	New Freeway (4 Lanes)	Hwy 112	West	US 412 (Tontitow)	6.2	\$128,700,000	2025	CAP II
XNA Airport Access Road	Benton	New Freeway	Hwy 112	North	XNA	4	\$86,000,000	2025	CAP II
I-49	Washington	Widen to 6 lanes	Hwy 265	North	US 62	1.4	\$9,500,000	2026	Fed/State
Hwy 112	Washington	Widen 4-lane Divided	Howard Nickell	North	Don Tyson Parkw	2.7	\$21,000,000	2026	CAP II
Hwy 72	Benton	Widen 4-lane Divided	I-49	East	Little Sugar Cree	1.87	\$14,000,000	2026	Fed/State
Hwy 72	Benton	Widen 4-lane Divided (pre Eng, ROW, Const Eng)	Little Sugar Creek	East	Curtis Ave	6.24	\$16,000,000	2026	Fed/State
Hwy 72	Benton	Widen 4-lane Divided (Const Only)	Little Sugar Creek	East	Curtis Ave	6.24	\$48,500,000	2027	Fed/State
Hwy 112*	Benton	Widen 4-lane Divided	US 612	North	Pleasant Grove Road		\$37,000,000	2027	CAP II
Hwy 265	Benton	Widen 4-lane Divided (3 to 4)	1st Street/Pleasant Grove	North	Hwy 94/New Ho	2	\$21,000,000	2028	Fed/State
Hwy 12	Benton	Widen 4-lane Divided (Const Only)	2nd St.	East	City Limits (Rog)	1.89	\$8,000,000	2028	Fed/State
US 71	Benton	Various Imps. per Study Rec.	US 71B	North	AR-MO State Line		\$5,000,000	2028	Fed/State
Hwy 264	Benton	Widen 4-lane Divided	Goad Springs Rd.	West	Bellview Rd.	0.91	\$9,000,000	2028	Fed/State
Hwy 102-62 Centerton	Benton	Widen 4-lane Divided (3 to 4)	Hwy 102B	East	2nd Street	9.47	\$20,000,000	2029	Fed/State
Hwy 102B	Benton	Widen 4-lane Divided	Hwy 102	North	Hwy 72	1.76	\$17,500,000	2029	Fed/State
Hwy 102	Benton	Widen 4-lane Divided	Hwy. 279 N	East	Hwy 279 S	1.26	\$9,000,000	2030	Fed/State
Hwy 94	Benton	Widen 4-lane Divided	U.S. 71	East	1st Street	0.66	\$2,800,000	2030	Fed/State
US 412 Bypass (612)	Benton	New Freeway (4 Lanes)	I-49	East	Hwy 265		\$127,300,000	2030	CAP II
Hwy 45	Washington	Widen to 3 Lanes	Lisa Lane	East	Starr Rd.	1.07	\$15,000,000	2030	Fed/State
Hwy 45	Washington	Widen to 3 Lanes	Starr Rd.	East	Oakland Zion Rd	0.76	\$11,000,000	2030	Fed/State
Hwy 265	Benton	Widen 4-lane Divided (3 to 4) Ph. 2	Hwy 264	North	1st Street/Pleas	4	\$41,000,000	2031	Fed/State
Hwy 45	Washington	Safety and Capacity Improvements	Oakland Zion Rd.	East	White River	5.37	\$32,400,000	2032	Fed/State
US 412	Benton	Widen to 6 lanes	Siloam Springs City Limits	West	Existing 6 lanes	3.1	\$18,700,000	2033	Fed/State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 102	South	Hwy 12	2.96	\$30,000,000	2033	Fed/State
Hwy 264	Benton	Widen to 3 Lanes	Bellview Rd.	West	Hwy 112	3.25	\$24,000,000	2034	Fed/State
Hwy 265	Washington	Widen to 5 Lanes (4 to 5)	Hwy 412	North	Mountain St.	1.25	\$10,000,000	2034	Fed/State
Hwy 43	Benton	Widen 4-lane Divided	Cheri Whitlock Parkway	West	Dawn Hill Rd.	0.21	\$1,500,000	2035	Fed/State
Hwy 43	Benton	Widen 4-lane Divided	Dawn Hill Rd	West	Sycamore Heigh	0.92	\$9,000,000	2035	Fed/State
Hwy 16	Washington	Widen 4-lane Divided	E. Roberts Road	East	Middle Fork -Wh	3	\$27,000,000	2035	Fed/State
Hwy 72	Benton	Widen 4-lane Divided	US 71B	West	Hwy 102B	3.7	\$43,100,000	2036	Fed/State
Hwy 279	Benton	Widen 4-lane Divided	Hwy. 102	North	Hwy 549 (Future)	5.39	\$48,000,000	2037	Fed/State
Hwy 72	Benton	Widen 4-lane Divided	Hwy 59	East	Hwy 549	5.27	\$52,000,000	2038	Fed/State
US 62	Benton	Widen 4-lane Divided	S. Wimpy Jones	East	Hwy 37	4.5	\$26,100,000	2039	Fed/State
Hwy 16	Washington	Widen to 4 Lanes	Middle Fork -Wh	East	Hwy 74	3.04	\$21,000,000	2039	Fed/State
US 412 Bypass (612)	Benton	New Freeway (4 Lanes)	I-49	East	412 East (Sonora)	6.7	\$252,200,000	2040	CAP II
I-49	Benton	Widen to 6 lanes	Hwy 72	North	US 71 North Wall	3.62	\$24,000,000	2041	Fed/State
AR 59	Benton	Widen 2-5 Lanes	3rd St/Gentry	North	Y City Rd	3.33	\$46,800,000	2042	Fed/State
AR 59	Benton	Widen 2-5 Lanes	Y City Rd	North	Hwy 102/Decatur	2.4	\$27,000,000	2043	Fed/State
AR 59	Benton	Widen 2-5 Lanes	102/Decatur	North	Bethlehem Rd	2.11	\$23,700,000	2043	Fed/State
AR 59	Benton	Widen 2-5 Lanes	Hodge Rd/Eldred	North	AR 72	3.05	\$35,000,000	2044	Fed/State
AR 59	Benton	Widen 3-5 Lanes	Bethlehem Rd	North	Hodge Rd/Eldred	1.21	\$13,400,000	2044	Fed/State
AR 72	Benton	Widen 4 Lanes Divided	71B	West	102B	3.73	\$39,000,000	2045	Fed/State
						<b>Total</b>	<b>\$1,491,800,000</b>		



**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

- Draft 2045 Constrained Project List (Missouri)

<b>Asset Management Summary</b>							
Amounts in current year dollars							
Year	Interstates	Majors	Minors	Bridges	ADA	ITS/Mobility <sup>1</sup>	Total
2022	\$ -	\$ -	\$ 775,000	\$ -	\$ -	\$ 210,000	\$ 985,000
2023	\$ -	\$ 3,362,940	\$ 93,840	\$ -	\$ -	\$ 210,000	\$ 3,666,780
2024	\$ -	\$ -	\$ -	\$ 457,697	\$ 200,000	\$ 210,000	\$ 867,697
2025	\$ 2,416,380	\$ -	\$ -	\$ 536,875	\$ -	\$ 210,000	\$ 3,163,255
2026	\$ -	\$ -	\$ -	\$ 694,200	\$ -	\$ 210,000	\$ 904,200
2027	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000
2028	\$ -	\$ -	\$ -	\$ 1,455,007	\$ -	\$ 210,000	\$ 1,665,007
2029	\$ 2,157,300	\$ 3,755,000	\$ -	\$ 343,239	\$ -	\$ 210,000	\$ 6,465,539
2030	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 210,000	\$ 210,000
2031	\$ -	\$ -	\$ -	\$ 712,416	\$ -	\$ 210,000	\$ 922,416
<b>Total</b>	<b>\$ 4,573,680</b>	<b>\$ 7,117,940</b>	<b>\$ 868,840</b>	<b>\$ 4,199,434</b>	<b>\$ 200,000</b>	<b>\$ 2,100,000</b>	<b>\$ 19,059,894</b>
<b>10-Year Average</b>	<b>\$ 457,368</b>	<b>\$ 711,794</b>	<b>\$ 86,884</b>	<b>\$ 419,943</b>	<b>\$ 20,000</b>	<b>\$ 210,000</b>	<b>\$ 1,905,989</b>

<sup>1</sup> Estimate is for entire Southwest Rural District

**System Improvement Projects**

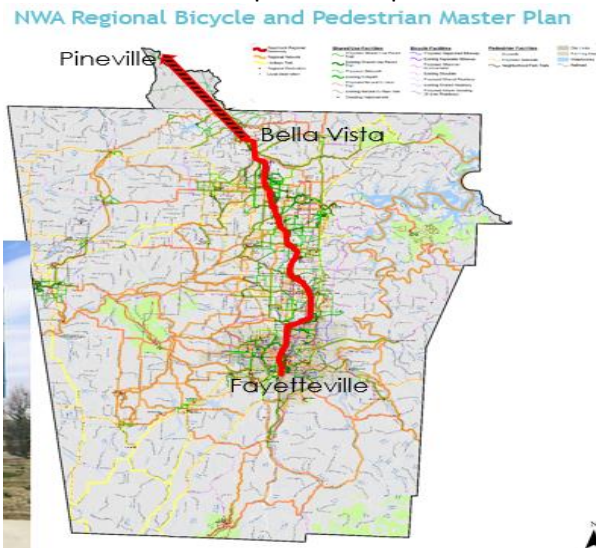
Year	Description	Total
2023	US 71 Intersection Improvements from I-49 to Arkansas <sup>2</sup>	\$ 1,035,000

<sup>2</sup> Funding availability depends on outcome of STIP programming process.

- Draft 2045 Unconstrained Project List

State Highway	County	Project	From	Dir.	To	Miles		Unconstrained
Hwy 62	Washington	Widen to 5 Lanes	City - Prairie Grove East	West	City - Lincoln	9.73	\$ 95,000,000	Unconstrained
Hwy 12	Benton	Widen to 5 Lanes	Regional Dr.	West	Hwy 264	4.84	\$ 50,000,000	Unconstrained
Hwy 16	Washington	Safety and Capacity Improvements	Double Springs Rd.	West	Weddington Woods	2.87	\$ 30,000,000	Unconstrained
I-49	Benton and Washington	Widen to 8 lanes	US 62/MLK	North	Hwy 72	25.83	\$ 176,000,000	Unconstrained
MO Hwy 90	McDonald	Replace/Expand One Lane Bridge	Little Sugar Creek				\$ 2,000,000	Unconstrained

- If any project on the Unconstrained List came up for funding, the MTP would have to be amended to show it on the Constrained List.
- Programmed money for improving N/S and E/W roads, instead of for widening I-49 to 8 lanes, in an effort to relieve pressure on I-49 by encouraging travel on these upgraded roads.
- Since the last MTP update, the Razorback Greenway has been shown to extend to the state line, and Pineville has adopted a trail plan that shows the extension of the Greenway up to the city.



**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

**MOTION:** Chair Patsy Christie asked for a motion to recommend the Draft NWARPC 2045 MTP to the RPC/Policy Committee for review, and to go to a final public open house. Dan Weese made the motion, with Chris Keeney providing the second. Motion passes unanimously.

The RPC/Policy Committee will review the draft at their January 27, 2021 meeting. A Public Comment Period will begin on January 28, 2021 and run through February 28, 2021.

**4. HIGHWAY 112 SIDE PATH**

Tim Conklin said that ARDOT recently held two public hearings on the design for Hwy 112 improvements. He said that the Department received many comments from citizens and the cities affected. He said that the discussion today revolves around the current ARDOT Bicycle Facility Accommodation Policy and how that affects the improvements to Hwy 112 as recommended by the NWA Regional Bicycle and Pedestrian Master Plan, and the Hwy 112 Regional Vision (adopted by the RPC/Policy Committee by Resolution #2019-02). The Bike/Ped Plan was recently amended to show a side path on Hwy 112, and to classify the side path as a catalyst project.

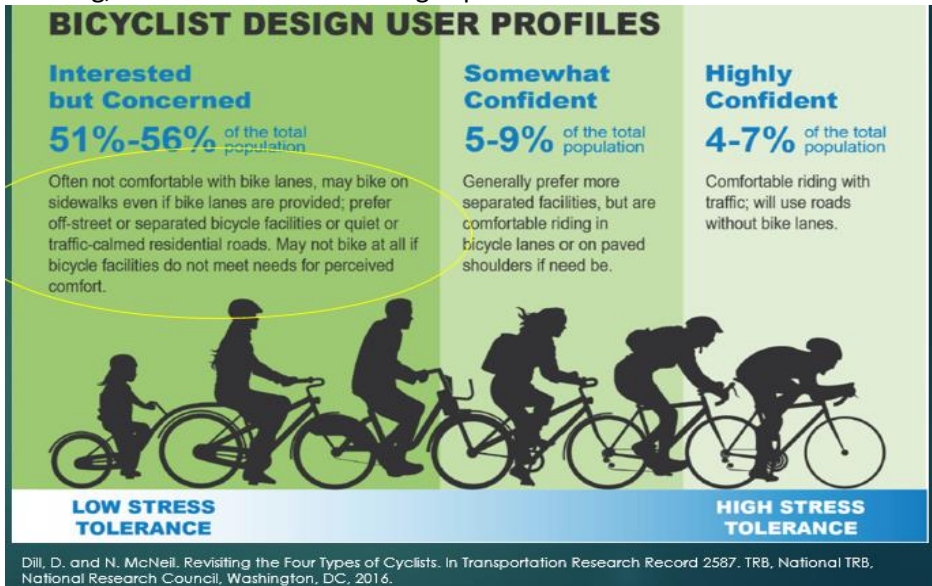
- Current ARDOT Policy

1. Accommodation of bicycles will be given due consideration when a proposed highway project is on a route that has been designated as a bicycle route by a locally adopted bicycle plan or master street plan and the Department concurs that the route should be a designated bicycle route. Coordination with local jurisdictions may be necessary to determine the recommended accommodations.
2. Bicycle accommodations on routes that have not been designated as bicycle routes by a locally adopted bicycle plan or a master street plan will be considered if the local jurisdiction will provide the required additional funds.
3. When bicycle accommodations are to be made on routes with an open shoulder section, the paved shoulder will be used to accommodate bicycles. Shoulder widths shall conform to the widths recommended in the American Association of State Highway and Transportation Officials (AASHTO) Green Book.
4. When bicycle accommodations are to be made on routes with a curb and gutter section, the bicycle lane will be in accordance with recommendations in the AASHTO Guide for the Development of Bicycle Facilities. Generally, a bicycle lane width of 4 feet (measured from the lane edge to the edge of the gutter) will be considered.
5. If local or regional design standards specify bicycle facility widths greater than the standards noted above, the additional right-of-way and construction costs associated with the greater width shall be funded by the local jurisdiction that adopted the higher design standards.
6. Shared use paths (joint pedestrian/bicycle facilities separated from the roadway) are used primarily for recreational purposes, and as such will not normally be considered for bicycle accommodation on the state highway system. Exceptions will be considered when the local jurisdiction specifically requests the shared use path. In such cases, the minimum shared use path width shall be 10 feet and the local jurisdiction shall bear any additional right-of-way and construction costs required for the shared use path and shall assume all future maintenance of the facility.

- Numbers 4 and 6 are important to today's discussion.
  - #4 – references a bicycle lane, with a width of 4'. This is not an ideal facility, since many people will not ride a bike in a lane with vehicles moving 50-60 mph only several feet away.
  - #6 – says that shared use paths will not normally be constructed; if a local jurisdiction wants one, it will be the jurisdiction's responsibility to bear any additional R/W and construction cost.

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

- NWARPC is advocating for side paths because a large percentage of the population is interested in biking, but not on a road with high speeds.



- A letter was sent to ARDOT on January 11, 2021. It outlined what NWARPC and the cities that Hwy 112 passes through would like the Department to consider:

**NWA Regional Vision and Adopted Plan: Shared Use Path**

NWARPC Letter to ARDOT

Bicycle/Pedestrian Accommodation – Design and Cost:

- Construct a 12-foot sidewalk/side path with a 6-foot greenspace, where feasible. The proposed Hwy 112 side path is shown in the adopted NWA Bicycle and Pedestrian Master Plan and is also listed as a catalyst project (Resolution #2020-11). It is understood that constrained locations will require less greenspace and/or trail width. Continue the 12-foot Sidewalk/Side Path through the bridges and overpasses.
- AASHTO Guide for the Development of Bicycle Facilities (2012) recommends a greater greenspace separation than 5 feet "...When a side path is placed along a high-speed highway, a separation greater than 5 ft (1.5 m) is desirable for path user comfort..." (See page 5-11)
- Calculate the cost difference of constructing a five-lane roadway with paved center-turn lane and two 5-foot bike lanes (four-foot asphalt + 1-foot gutter pan) on each side of the road to the region's preferred alternative of constructing a four-lane boulevard, with a 15-foot raised median and a 12-foot sidewalk/trail with a six-foot greenspace, where feasible.

**NWA Regional Vision and Adopted Plan: Shared Use Path**

Bicycle/Pedestrian Accommodation – Design and Cost:

- Design the project(s) to meet Federal-aid requirements to allow ARDOT and NWARPC TAP and STBGP-A federal funds to be added/utilized on the project(s).
- Request that ARDOT agree to match ARDOT and NWARPC TAP and STBGP-A federal funds similar to the NWARPC STBGP-A federal funds that were placed on Hwy 265 (no local match was required from local jurisdictions) to pay for costs that are determined to be beyond constructing a five-lane road with 5-foot bike lanes to a four-lane raised median Blvd. with a 12-foot side path.

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

### NWA Regional Vision and Adopted Plan: Shared Use Path

#### Pedestrian Accommodation – Design and Cost:

- Request ARDOT Policy Update - Amend the ARDOT Bicycle and Pedestrian Accommodation Policy to reflect updated recommended best practices, the latest version of AASHTO, and construct and pay for the locally preferred bicycle and pedestrian transportation facilities as part of ARDOT's Transportation projects. A revised ARDOT accommodation policy should be flexible, context sensitive, and responsive to changing standards.
- *Arkansas Bicycle and Pedestrian Transportation Plan (2017) – "...Specific strategies which have been identified are listed with the entity most likely to affect a change. AHTD: Reviewing and considering updating the Bicycle and Pedestrian Accommodation Guidelines upon adoption of this plan"*
- Consideration of a revised ARDOT Bicycle/Pedestrian Accommodation Policy – The region understands that side paths vs bike lanes should be considered by ARDOT on corridors that agree to adopt access management and implement ARDOT's "Access Control and Median Opening Criteria" with partial control criteria applied to each project to limit and reduce the number of intersections and curb cuts that intersect the side path.

### Potential STBGP-A and TAP Federal Funding Options (Remove the costs to cities)

- ▶ Set-aside STBGP-A Funds for the Highway 112 Side path catalyst project in the year the project is let
- ▶ Have ARDOT agree to match NWARPC federal funds
- ▶ Change NWARPC TAP project criteria to give more points to Highway 112 side path catalyst projects in the "competitive" selection process
- ▶ Have each city apply annually for ARDOT TAP funds for Highway 112 side path catalyst projects

- **DISCUSSION**

- An important fact is that 8 jurisdictions joined together as a region to accept and advocate the Hwy 112 Regional Vision for access management and access control. It is agreed that another 71B is not what the region wants.
- Trying to reduce fatalities and serious injuries.
- ARDOT will be conducting a discussion about this issue at the RPC/Policy Committee meeting on January 27, 2021 – an invitation for the virtual meeting can be obtained from Celia Scott-Silkwood.
- It's challenging for smaller cities to pay for the local share – want to discuss using STBGP-A and TAP funding in order to get a consistent cross section along the corridor.
- Design and construct with the side path up front, which is less costly than retrofitting.
- Will probably have to change the TAP application criteria some.
- Encourage all cities to apply for ARDOT TAP funding.
- ARDOT acknowledged they received the letter, but has not made a formal comment on the suggestions.
- How can the discussion move forward – form a subcommittee; invite the Highway Commissioner into the discussion?

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

- Want ARDOT to proceed and design the project with a side path, even if the cost sharing is uncertain at this time.
- NWARPC has implored ARDOT to revisit and update their policy.
- The cost of a side path is cheaper than on-street facilities; is ARDOT deducting the cost of the pavement from the on-street facility and putting it toward a side path? Unknown at this time.
- Want to hear from ARDOT that they have a timeline/commitment to changing the policy; it would be good to hear this at the RPC/Policy Committee meeting next week.

**5. PUBLIC COMMENT** – Any public comment received via email will be provided to TAC members prior to meeting, and will become part of the meeting record. Chair Patsy Christie read the following comment into the record:

- Comment received via email on January 14, 2021  
First: Any movement or plans you could make toward a connected public transit system for all of Northwest Arkansas including the airport would be much appreciated. The two main ways this could be accomplished appear to be:
  1. Bus Rapid Transit, probably along old US Highway 71 connecting several downtowns, probably using a special bus lane and quick passenger entry and exit.
  2. Commuter rail.Second: Why can't we get passenger rail from Little Rock through Alma and then up to NWA? Our family would travel to Little Rock and Kansas City for vacations if we could get there by train. I think many others feel the same way. If America were connected by trains, we would vacation here instead of in Mexico and Europe as we usually do.
- Tom Brown – Said that he has been attending TAC meetings as a representative of the Ozark Rail and Bus Transit (ORBT) group. That group has been growing and is forming a 501(c)(3) non-profit to be called the Ozark Rail and Bus Transit Society (ORBTS). The group will be reviewing and commenting on the draft 2045 MTP. Celia Scott-Silkwood asked that anyone commenting do so in writing via email or USPS.

**6. ELECTION OF TAC CHAIR AND VICE CHAIR**

- Current officers: Patsy Christie, Chair, and Ben Rhoads, Vice Chair
  - Chair Patsy Christie asked if anyone wanted to nominate the current officers for another term (Jan 2021 to Jan 2023) or to nominate any other people for Chair and/or Vice Chair.
  - She said that Ben Rhoads was unable to attend the meeting, but agreed to continue in the Vice Chair position if re-elected.
  - Members agreed that they wanted to have Patsy and Ben continue in their current positions.
- MOTION:** Chris Brown made a motion to nominate and elect Patsy Christie as Chair and Ben Rhoads as Vice Chair from January 2021 until January 2023. Sonny Hudson provided the second. Motion passes unanimously.

**7. OTHER BUSINESS**

- Tim Conklin said that there are some potential COVID relief funds coming to the region. He would bring that information to the group when it is available.
- STBGP-A AND TAP PROJECTS UPDATE
  - Tim Conklin reminded the jurisdictions that they needed to ask ARDOT for reimbursement as soon as possible.
- TRANSPORTATION SYSTEM MANAGEMENT AND OPERATIONS (TSMO), INTELLIGENT TRANSPORTATION SYSTEMS (ITS) CONGESTION MANAGEMENT PROCESS (CMP) UPDATE

**NARTS TECHNICAL ADVISORY COMMITTEE VIRTUAL MEETING MINUTES  
THURSDAY, JANUARY 21, 2021 @ 10:30 AM; APPROVED MARCH 18, 2021**

- Elizabeth Bowen said that Cambridge Systematics consultants have sent a modified scope of work back to the subcommittee. The committee will meet on January 26, 2021 to hopefully finalize the combined TSMO/ITS/CMP contract.
- FUTURE MEETING DATES:
  - RPC/POLICY COMMITTEE VIRTUAL MEETING AND DRAFT NWARPC 2045 MTP PUBLIC HEARING/OPEN HOUSE – WEDNESDAY, JANUARY 27, 2021 @ 1:30 PM
  - TAC VIRTUAL MEETING – THURSDAY, FEBRUARY 18, 2021, 2021, @ 10:30 AM

**8. ADJOURN**