WALK BIKE
Northwest Arkansas

NWA Regional Bicycle and Pedestrian Master Plan | 2014

Prepared for the Northwest Arkansas Regional Planning Commission
Prepared by Alta Planning + Design

WALK BIKE NORTHWEST ARKANSAS
REGIONAL BICYCLE AND PEDESTRIAN MASTER PLAN

NWA Regional Planning Commission

alta PLANNING + DESIGN

ACKNOWLEDGEMENTS

Thanks to the 800+ local residents, business leaders, and government staff that participated in the development of this Plan through meetings, events, volunteering, interviews, online mapping, comment forms, and plan review. Special thanks to those who participated as project Steering Committee members, listed below.

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EXECUTIVE SUMMARY

The NWA Regional Bicycle and Pedestrian Master Plan provides the blueprint for creating 32 great communities in Benton and Washington Counties. The vision for this Plan states that:

"Northwest Arkansas' trail and roadway system will comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The linking of local and regional attractions will make the area a world-class bicycle and pedestrian destination. Walking and bicycling will become a common, enjoyable, and viable transportation and recreation choice that promotes active living and a high quality of life in Northwest Arkansas."

MAP ES.1 REGIONAL OVERVIEW

The vision for this plan is possible with the Razorback Regional Greenway serving as a 'spine' (in red) and local communities connecting into a regional network.

Regional Network
Razorback Regional Greenway
Heritage Trail
Proposed Shared Use Facility
Existing Shared Use Facility
Proposed Bicycle Facility
Existing Bicycle Facility
Proposed Pedestrian Facility
Existing Pedestrian Facility

0 2.5 5 Miles

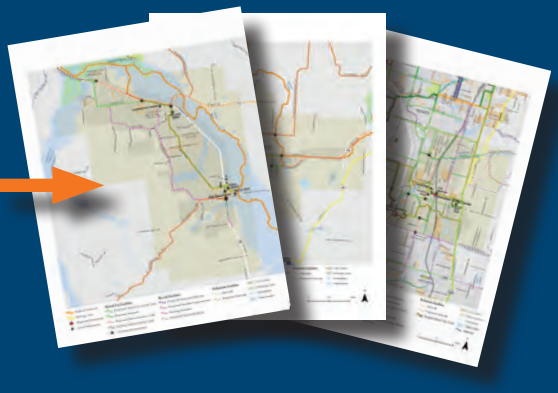
The plan is built upon a balanced approach to the"Five E's" below (plus equity). This approach provides a regional framework for policies, projects and programs that can be implemented at the local level.

ENGINEERING | EDUCATION | ENCOURAGEMENT ENFORCEMENT | EVALUATION | EQUITY

The plan recognizes that while there is a shared vision of a world-class region, individual municipalities are at different stages along this path.

A detailed action plan is provided for each community, along with a series of 20 regional catalyst projects and 7 context-based planning scenarios.

Detailed Action Plans for Each Community (25 total)



Regional Catalyst Project Sheets (20 total)

The plans, projects, and scenarios are linked to best practices, design guidelines and case studies.

Detailed Design Guidelines by Facility Type (93 pages total)

Every community in the region is unique and will develop in its own way – but will do so with a common vision of becoming more walkable, bikeable and livable places for residents, visitors, and businesses in NWA.

At the first Steering Committee meeting for the plan, participants from each community were asked to define the level of success they would like to achieve, based on the national Walk / Bike Friendly Communities award levels of bronze, silver, gold and platinum. The consensus was that the region wants to go for platinum – to be recognized as one of the best places in the world for walking, bicycling, and quality of life.

This plan was developed with that goal in mind, using the best available models for innovative design guidelines, support programs, and policies based on the specific conditions of NWA. With successes already on the ground and the tools and private partnerships in place, now is the time to implement this plan and move the region forward.

1 INTRODUCTION

Chapter Contents:

INTRODUCTION & PURPOSE

The Northwest Arkansas Regional Planning Commission (NWARPC), with the support of communities and advocates throughout NWA, has led the development of this Plan. The purpose of this Plan is to build upon previous regional bicycle and pedestrian initiatives, including the 36-mile Razorback Regional Greenway, in setting a clear path for NWA to link its communities and regional destinations with a world-class transportation network.

This Plan will be utilized to create a regional network of bicycle and pedestrian on-road and off-road trail facilities and routes within 32 communities of NWA in Benton and Washington Counties. The planning team led a comprehensive regional planning process involving extensive public involvement and community participation, including the development of 25 Individual Community Action Plans for communities with a population of over 1,000.

This Plan builds upon the successful work of NWARPC, its member municipalities, and the momentum created by the Razorback Regional Greenway project. With the Razorback Regional Greenway serving as a regional 'spine,' this Plan focuses on connecting communities to the regional greenway system, and helping each community to be a safer, healthier and more enjoyable place for residents, businesses, and visitors. Ultimately, the success of this Plan will be measured by the local governments endorsing it and adopting their Action Plans for each community. By doing so, the region's municipalities, along with Benton and Washington Counties, can fulfill the regional vision of this Plan by implementing on a local level.

The recommendations of this Plan provide both a long-term vision and short-term steps that move communities quickly towards projects on the ground and Walk/Bike Friendly Community (BFC/WFC) designations. Short-term recommendations address bicycle and pedestrian safety issues, provide bicycle and pedestrian connectivity to important destinations, connect to the Razorback Regional Greenway spine, and include programmatic recommendations covering all Five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. Engineering and programmatic short-term recommendations (5 E's) will meet BFC and WFC requirements enabling communities to earn Bronze BFC and WFC designations quickly. The mid-term and long-term actions recommended in the Plan will be geared towards communities earning higher designations such as Silver, Gold, and Platinum over the coming decade. The Plan is also built around the integration of a "6th E" for Equity, ensuring that a balanced approach is provided for people of all ages, abilities and backgrounds.

PLAN COMPONENTS

This Plan includes the following chapters:

» **Introduction (Chapter 1)** – This introduction presents the project vision, goals and performance measures to define success and monitor progress over time. It also describes the planning process and describes the 5Es that represent a comprehensive approach to becoming a bike/walk friendly community/region.

» **Existing Conditions (Chapter 2)** – The existing conditions chapter provides a series of maps that describe the demand for walking and bicycling throughout the region compared to the supply of existing facilities. It also provides an assessment of the benefits of walking and bicycling based on current walking levels and identifies potential benefits that can be realized through continued investments. The chapter concludes with a safety analysis and suggestions for improved crash data collection.

» **Program & Policy Recommendations (Chapter 3)** – This chapter provides a list of recommended actions that cover the 5E's (engineering, education, encouragement, enforcement, and evaluation) as well as recommended walk and bike friendly policies to ensure future development and infrastructure projects accommodate bicyclists and pedestrians.

» **Regional Bicycle & Pedestrian Network (Chapter 4)** – The regional bicycle and pedestrian network is presented as a series of maps as well as a description of the four basic typologies of bicycle and pedestrian facilities (greenways, on-street bicycle projects, pedestrian projects, and multi-modal connections). The chapter concludes with seven typical scenarios that serve as examples for how to provide for the needs of people walking and bicycling in a variety of contexts.

» **Implementation Plan (Chapter 5)** –The implementation chapter describes the evaluation criteria used to identify the top 20 catalyst projects/programs, followed by detailed one-page description sheets for each catalyst project. The chapter concludes with a description of existing and future funding for bicycle and pedestrian projects to identify how the projects in this Plan can implemented over time.

» **Individual Community Action Plans (Chapter 6)** - The final chapter provides a summary of responses to a Bike/Walk Friendly Community Self-Evaluation Survey completed by individual communities at the onset of the project as a baseline for community progress. The chapter cross-references the questions in the Walk and Bike Friendly Community application processes with the specific recommendations in this Plan that will help the region and its communities most effectively support walking and bicycling.

GOALS

A vision statement and goals for the Plan were established early in the planning process by the project Steering Committee, which consisted of representatives from NWARPC, agencies throughout the region, non-profits, and advocacy groups. The vision statement identifies a desired future that will result from implementation of this Plan. The project goals served as guiding principles for selecting the appropriate infrastructure and other investment strategies identified in this Plan.

Vision Statement:

Northwest Arkansas' trail and roadway system will comfortably, safely, and efficiently accommodate bicycle and pedestrian transportation. The linking of local and regional attractions will make the area a world-class bicycle and pedestrian destination. Walking and bicycling will become a common, enjoyable, and viable transportation and recreation choice that promotes active living and a high quality of life in Northwest Arkansas.

Project Goals

- Connect communities
- Connect points of interest/regional destinations
- Connect to the natural environment
- Preserve existing trails
- Encourage youth to walk and bike
- Provide access across all socioeconomic communities
- Highlight the economic value of the bicycle/pedestrian system
- Provide appropriate design tools for each community

Performance Measures & Measurable Goals

It is important to continually monitor investments in walking and bicycling across the region to demonstrate the value of the Razorback Regional Greenway and implementation of this Plan. Development of a Regional Walking, Bicycling and Trails Report Card is recommended in Chapter 3, which will serve to monitor levels of investment as well as trends in safety and the number of people walking and bicycling. Below are a number of measurable goals that can be tracked over time.

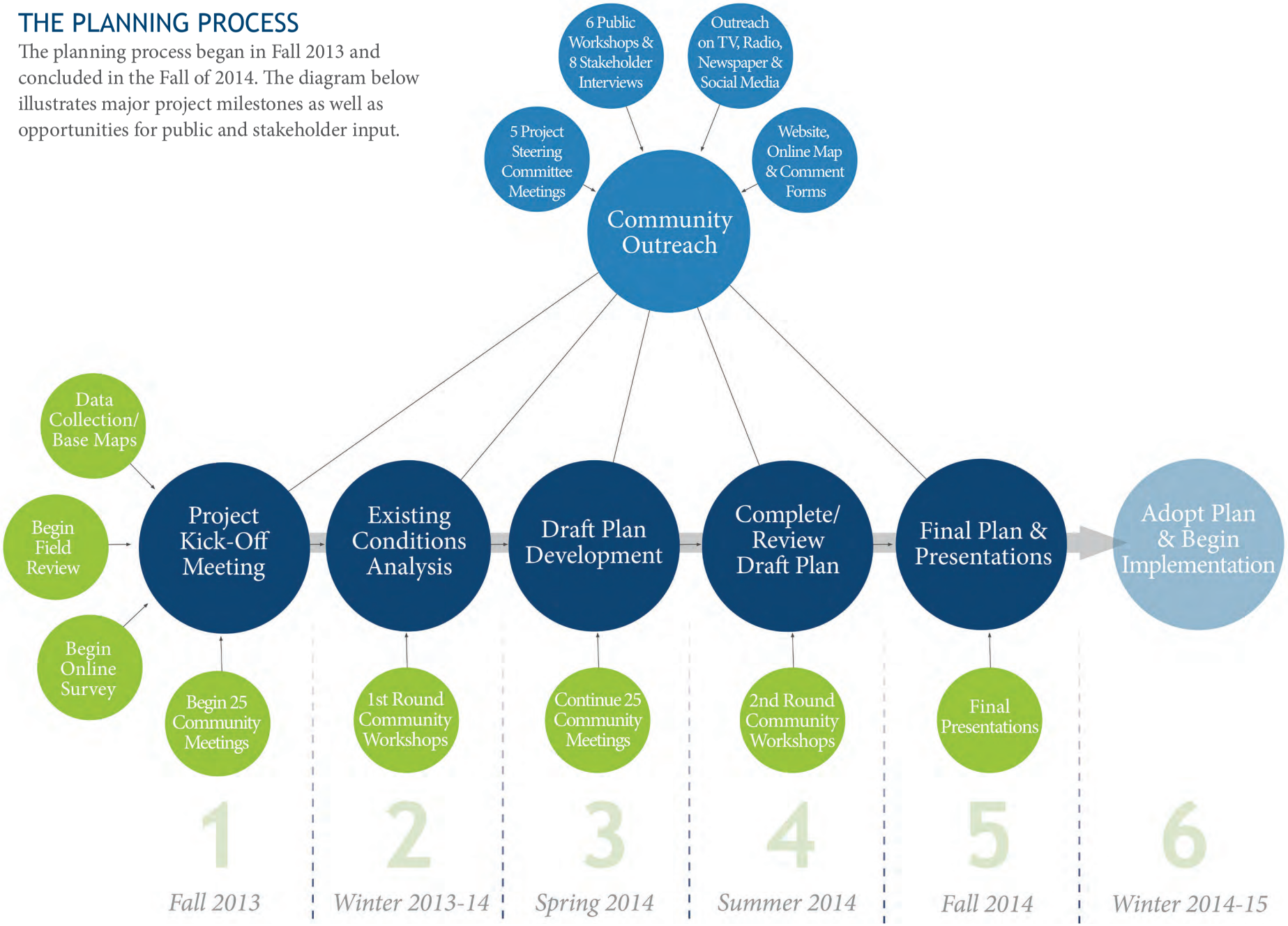
- Increase the bicycling and walking mode share from 2.75% to 5.00% by 2020
- Reduce bicycle and pedestrian crashes by 50% by 2020
- Move toward 0 bicycle and pedestrian fatalities by 2020
- Include total miles of facilities in annual report (total miles of bike lanes and linear feet of sidewalk)
- Complete 10 catalyst projects by 2020, and the final 10 (20 total) by 2025

← *The three catalyst programs are Complete Streets Policies, Safe Routes to School, and Non-motorized Transportation Training for Engineers and Planners.*

- Complete the next 10 catalyst projects by 2020
- Add 5th grade bicycle safety education to three new schools each year
- Distribute 1,000 copies of bicycle route map each year and post it online

THE PLANNING PROCESS

The planning process began in Fall 2013 and concluded in the Fall of 2014. The diagram below illustrates major project milestones as well as opportunities for public and stakeholder input.



THE E'S FOR BECOMING A BIKE/WALK FRIENDLY REGION

A comprehensive approach to create bicycle and walk-friendly communities is more effective than a singular approach that only addresses infrastructure issues. Recognizing this, the national Bicycle Friendly Community program, administered by the League of American Bicyclists, and the Walk Friendly Community program, administered by the National Center for Walking and Bicycling, recommend a multi-faceted approach based on the five E's: Engineering, Education, Encouragement, Enforcement, and Evaluation. A sixth 'E', Equity, is included in order to fulfill the goals and vision of this Plan. The recommendations in this Plan are based on addressing all of these categories at the regional and local level. Short term recommendations are made based upon an assessment of community readiness and need.

Engineering

Designing, engineering, operating, and maintaining quality roadways and pedestrian and bicycle facilities is a critical element in producing a pedestrian-friendly and bicycle friendly environment. Safe and connected infrastructure for bicyclists and pedestrians is one crucial piece of a comprehensive approach to increasing bicycling and walking activity. This category may include adding new bicycle and pedestrian specific infrastructure, improvements to street crossings, traffic calming, trail design, traffic management, school zones, or other related strategies such as adopting a complete streets policy.

Short Term Program Recommendations:

- **Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings**
- **Non-Motorized Transportation Training for Engineers and Planners**

Education

Providing bicycle and pedestrian educational opportunities is critical for bicycle and pedestrian safety. Education should span all age groups and include motorists as well as cyclists and pedestrians. The focus of an educational campaign can range from information about the rights and responsibilities of road users (e.g. Share the Road campaigns) to tips for safe behavior; from Safe Routes to School programs to technical trainings for municipality staff.

Short Term Program Recommendations:

- **Safe Routes to School (SRTS) Program**
- **Share the Road Campaign**

Encouragement

Encouragement programs are critical for promoting and increasing walking and bicycling. These programs should address all ages and user groups and also address recreation and transportation users. The goal of encouragement programs is to increase the amount of bicycling and walking that occurs in a community. Programs can include work-place commuter incentives, group walks or rides, bicycle and walk-friendly route maps, and a regional walking and bicycling website.

Short Term Program Recommendations:

- **Regional Biking, Walking, and Trails Website and Maps**
- **Razorback Regional Greenway Transportation Promotion**

Enforcement

Enforcement is critical to ensure that motorists, bicyclists, and pedestrians are obeying laws. It serves as a means to educate and protect all users. The goal of enforcement is for bicyclists, pedestrians, and motorists to recognize and respect each other's rights on the roadway. In many cases, officers and citizens do not fully understand state and local laws for motorists, bicyclists, and pedestrians, making targeted education an important component of every enforcement effort.

Short Term Program Recommendations:

- **Targeted Bicycle and Pedestrian Enforcement**
- **Regional Trainings for Law Enforcement Officers**

Evaluation

Evaluation methods can include quarterly or annual meetings, development of an annual performance report, update of bicycle and pedestrian infrastructure databases, pedestrian and bicycle counts, assessments of new facilities, and plan updates. NWARPC, its partners, and municipalities will monitor implementation of this Plan on a regular basis and establish policies that ensure long-term investment in the bikeway and walkway network. Monitoring progress of implementation will facilitate continued momentum and provide opportunities for updates and changes to the process if necessary. Additionally, communities in the NWA region will adopt policies that promote investment in and improvements to the bicycling and walking environment in accordance with the recommendations of this Plan.

Short Term Program Recommendations:

- **Active Transportation Committee (ensure this Plan's recommendations are followed, projects are implemented, and evaluate progress)**
- **Evaluate Need for Regional Bicycle, Pedestrian and Trails Staff**

Equity

Equity in transportation planning refers to the distribution of impacts (benefits and costs) and whether that distribution is considered appropriate. Transportation planning decisions have significant and diverse equity impacts. Equity in bicycle and pedestrian planning decisions should reflect community needs and values. Communities may choose to give special attention to variances in age, income, ability, gender, or other characteristics. While not a separate category, equity will be incorporated into the other E's. NWARPC and its partner implementation agencies will target outreach with a diversity of programs and events, and ensure appropriate geographic distribution of pedestrian and bike facilities and programs.

Chapter 3 summarizes a list of recommended practices within each category for making NWA communities more bikeable and walkable. A more detailed description of each recommended practice is found in Appendix D.

The consultant team utilized the League of American Bicyclist's Bicycle Friendly Communities (BFC) program and the Pedestrian and Bicycle Information Center's Walk Friendly Communities (WFC) program as evaluation tools for the cities of NWA in the development of the Regional Bicycle and Pedestrian Master Plan.

2 EXISTING CONDITIONS

Chapter Contents:

BICYCLE AND PEDESTRIAN DEMAND AND SUPPLY ANALYSIS

A supply and demand analysis was conducted to provide an objective, data-driven process to identify bicycle and pedestrian network gaps as potential projects and identify areas of high bicycle and pedestrian activity. Together, these analyses show where network improvements should be considered, using as an assumption, that the places people want to go to should be connected with streets and trails that are comfortable for walking and bicycling. The methodology and factors used in these analyses are described in detail in Appendix C.

» ***Demand Analysis*** - The purpose of the demand analysis is to identify areas where people are likely to be, and provides a planning framework to ensure the best possible environment for walking and bicycling in these areas. The analysis is based on a set of factors that represent where residents and visitors live, work, play, access transit, and learn.

» ***Supply Analysis*** - A second analysis focusing on existing roadway conditions as well as the supply of walking and biking facilities provides a general understanding of how comfortable it is to bike and walk in the region, by assessing gaps in the streets and trails system and the relative level of stress related to traffic and road conditions.

A series of maps illustrating the results of these analyses are provided on the following pages and described below:

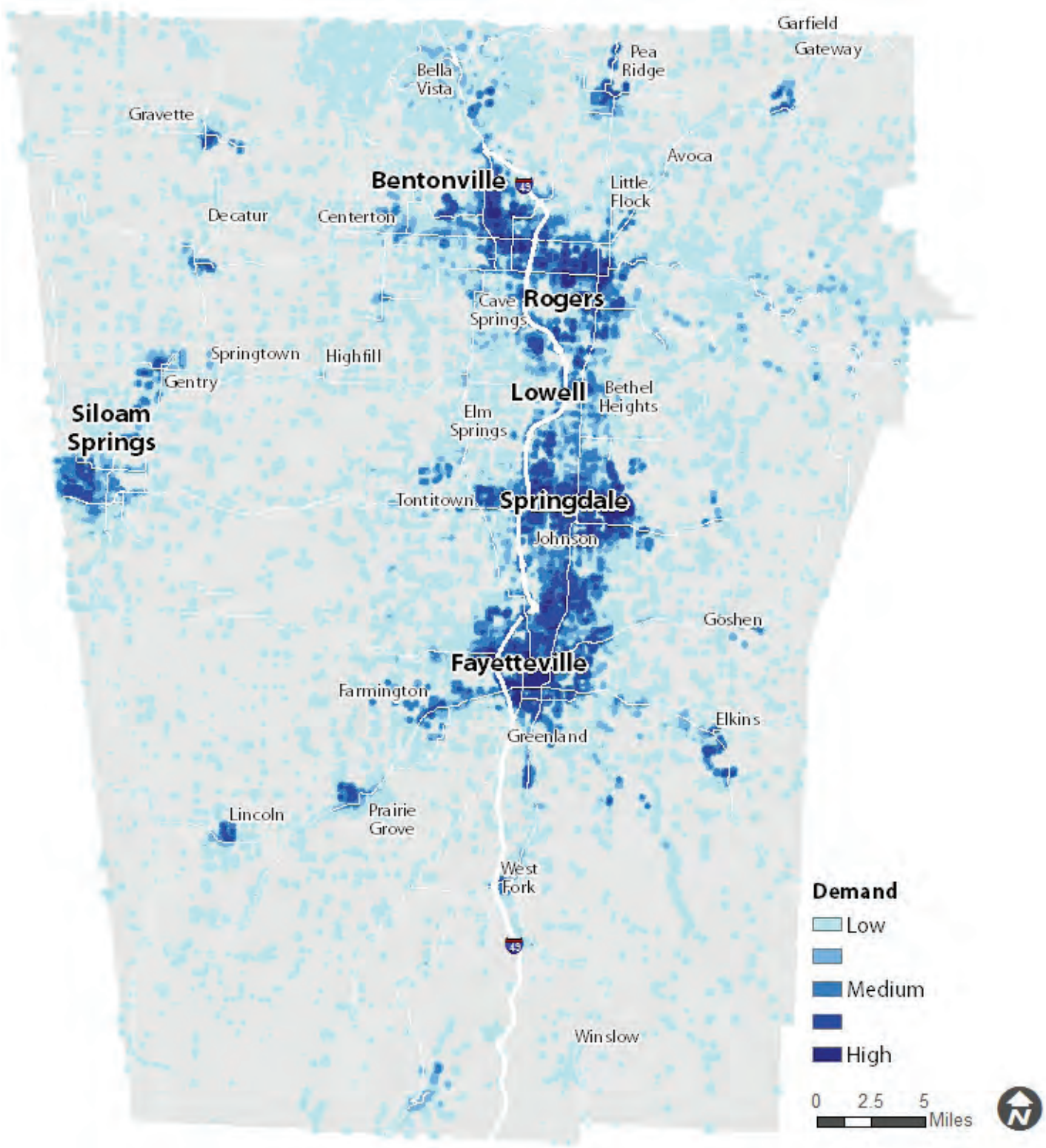
» ***Composite Demand*** - The results of a demand analysis which include categories representative of where people live, work, play, access public transit, and go to school are presented as a composite sketch of demand in Map 2.1.

» ***Composite Demand with Bicyclist Comfort*** – The overlay of less comfortable roadways from a bicyclist perspective (e.g., based on posted speed and number of travel lanes) with areas of high demand illustrates where improvements are needed to improve conditions for bicycling (See Map 2.2).

» ***Composite Demand with Pedestrian Comfort*** – The overlay of less comfortable roadways from a pedestrian perspective (e.g., based on roadway classification and presence of sidewalks) with areas of high demand illustrates where improvements are needed to improve conditions for walking (See Map 2.3).

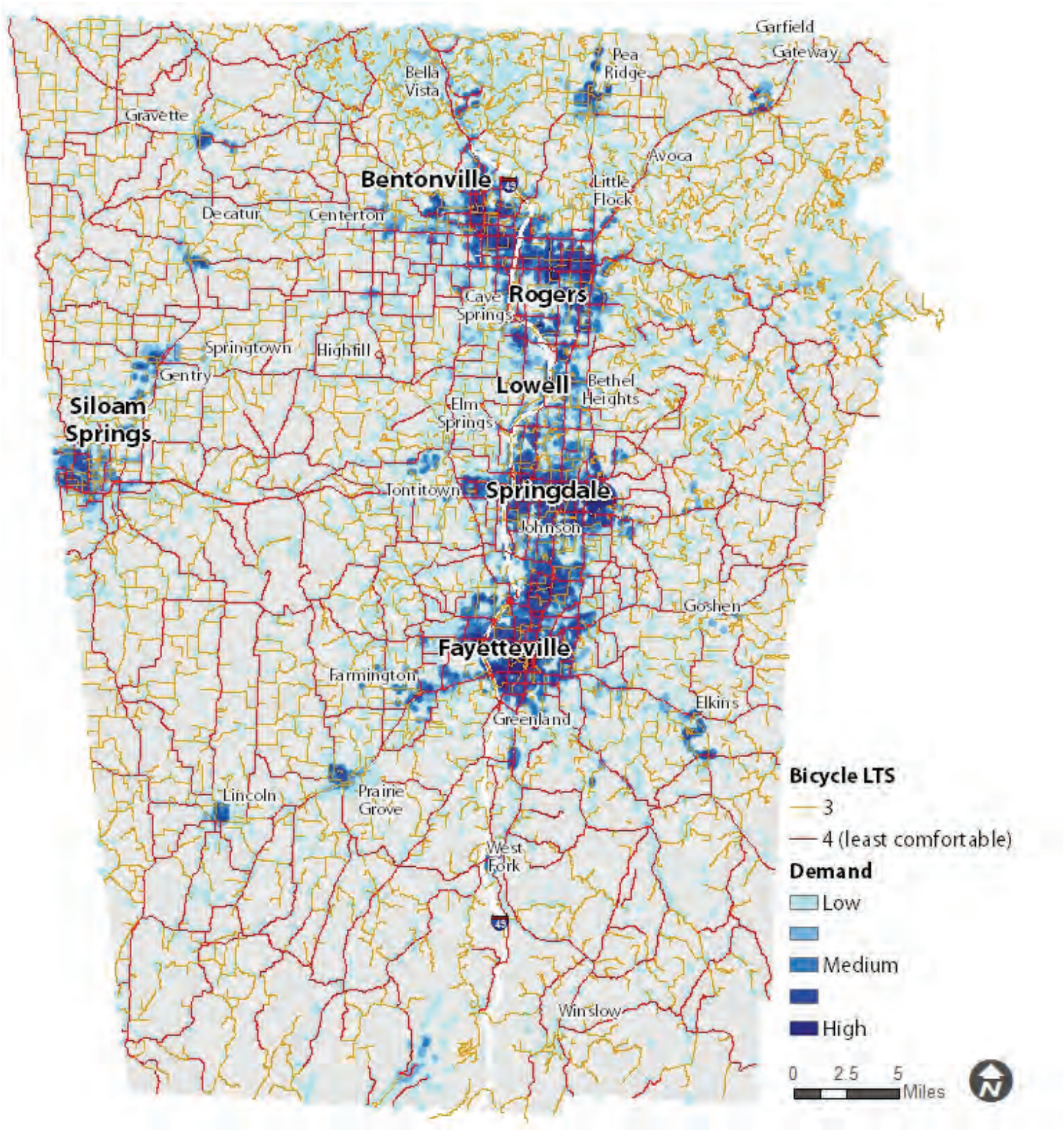
MAP 2.1 COMPOSITE PEDESTRIAN AND BICYCLE DEMAND

The weighted and combined demand results of where people live, work, play, access transit, and learn provide an estimated distribution of bicyclist and pedestrian activity across the region.



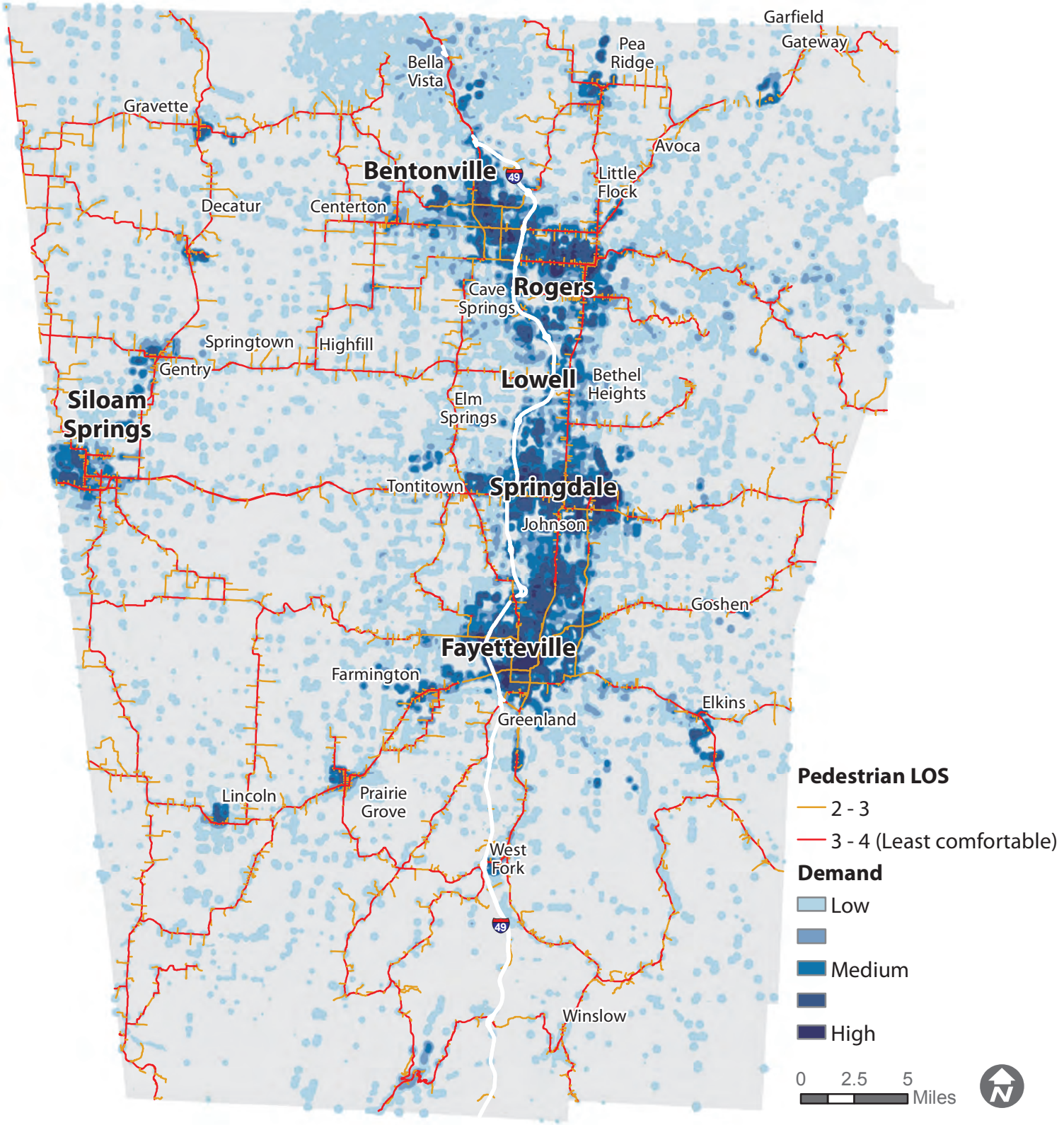
MAP 2.2 COMPOSITE DEMAND WITH BICYCLIST COMFORT

An overlay of less comfortable roadways from a bicyclist perspective with areas of high demand illustrates where improvements are needed for bicycling. For clarity at the regional scale, high-supply (more comfortable) roadways are omitted from this map.



MAP 2.3 COMPOSITE DEMAND WITH PEDESTRIAN COMFORT

An overlay of less comfortable roadways from a pedestrian perspective with areas of high demand illustrates where improvements are needed to improve conditions for walking. For clarity at the regional scale, high-supply (more comfortable) roadways are omitted from this map.

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Bike Train Building Steam in Rogers

Volunteer Joseph Hsu leads the bike train home from Janie Darr Elementary School on Friday, Oct. 25, 2013. Parent volunteers help shepherd children to and from school on Friday.

Above (from left to right): Bike Trains in Rogers (an existing program); Site of Cave Springs future Watershed Sanctuary; and local input at the Rogers Farmer's Market.

OPPORTUNITIES AND CHALLENGES

An examination of existing conditions based on field inventory, data analysis, meetings with local officials and stakeholders, as well as input from the general public identified a number of opportunities and challenges for creating a world-class bicycle and pedestrian network in NWA.

Opportunities

Build upon the existing and planned trail network: The existing foundation of trails in the region offers strong opportunities for increased connectivity. Key opportunities include:

- Build branches in all directions from the Razorback Regional Greenway to connect to existing and planned bicycle and pedestrian networks in local communities as described in the regional network map (Chapter 4).
- Implement the Heritage Trail Plan, which identifies a regional network of Historic routes including the Trail of Tears, Butterfield Stage Coach, and Civil War Troop movement routes.
- Connect to soft surface multi-use trails in Bentonville, Fayetteville, Lincoln, Ozark National Forest, Hobbs State Park, Devil's Den State Park, and Mt Kessler.
- Build upon the existing sidewalk networks to improve connectivity.

Build upon existing groups and programming currently supporting bicyclists and pedestrians: NWA has a solid foundation of groups and programs that are supportive of walking and bicycling. Existing groups and programs are identified in the box below.

Existing Groups and Programs that Support Walking and Bicycling

- ***Bike Bentonville***
- ***Ozark Off-Road Cyclists – International Mountain Bike Association***
- ***Bicycle Coalition of the Ozarks***
- ***Mt Kessler Greenways***
- ***Fayetteville Natural Heritage Association***
- ***Local bicycle shops***
- ***School programs***
- ***Wal-Mart bike share program***

Utilize local knowledge to develop strategies for improving conditions for walking and bicycling: Outreach activities conducted as part of this planning process incorporated a wealth of ideas and opportunities from local officials, advocates, and citizens.

Connect to local and regional destinations: The supply and demand analysis in the previous section highlights how local and regional destinations create demand for walking and bicycling. Key local and regional destination connection opportunities include:

- Connecting people/population centers
- Connecting schools
- Connecting employment centers
- Connecting to parks and recreation areas
- Connecting to cultural and historic destinations
- Connecting health facilities
- Connecting retail and services

Incorporate bicycle/pedestrian facility crossings where the network intersects existing and future major roadways: As new roadways are built and existing roadways come up for periodic maintenance/resurfacing, bicycle and pedestrian recommendations in these areas can be incorporated into project design to overcome barriers to walking and bicycling.

Challenges

Roadway corridors designed solely for the automobile: Certain roadway corridors, such as I-49, represent barriers to bicycle and pedestrian travel. Other major roadways such as US highways and major Arkansas state highways can serve as difficult corridors to cross and navigate for bicyclists and pedestrians.

Geographic constraints: Geography can limit bicycle and pedestrian infrastructure in some places. Examples include:

- Steep slopes – Hilly topography in Fayetteville has generally limited east/west bicycle and pedestrian connections.
- Water bodies – Beaver Lake limits direct connections through the northeastern section of the region.
- Distances – Longer distances between rural communities and destinations can limit bicycle and pedestrian connection possibilities.

Land Use: Automobile oriented development patterns and facility designs can limit safety, access, and mobility for pedestrians and bicyclists. Higher travel speeds and volumes of traffic in suburban areas are key issues on arterial and collector roadways.

Right-of-way (ROW) limitations: Narrow ROW and property limitations can limit the space available for adding bicycle and pedestrian facilities.

Rural road conditions along Vaughn Rd /AR 279 between Centerton and Gentry

Transit: Public transportation is limited in the region, reducing the potential for walk/bike/transit trips within and between communities.

Wayfinding: NWA has recently made great strides in some places to provide route information and wayfinding signage (such as Fayetteville's "Trails and Bikeways Guide" and Bentonville's "Trails and Pathways Map"). However, the existing and planned bicycle and pedestrian network is still fragmented and under development. Limited information regarding existing routes can serve as a barrier to entry for potential bikers and walkers/runners.

Education and other supportive programs: Some areas of NWA have educational and other programs that promote active living. However, many areas still lack these essential components of supporting walking and bicycling. Educating the general public on the health, economic, environmental, recreation, and overall quality of life benefits of walking and bicycling is essential to encourage people to choose these modes for transportation and recreation.

USER DEMAND AND BENEFITS ANALYSIS

The increased walking and bicycling opportunities provided by the Razorback Regional Greenway and other existing bicycle and pedestrian facilities, combined with potential increases from projects proposed in this and other plans, will result in quantifiable benefits. As more people walk and bike more often, individuals and communities in the region will enjoy economic, health and environmental benefits, such as those that have been carefully documented in many cities and regions known for their high quality of life. This section benchmarks existing activity that can be used to track future progress.

As described in Appendix C, a variety of data sources were used to estimate the number of walking and bicycling trips currently occurring in NWA. Data on the average trip lengths of different trip types were used to convert the trip estimates into estimates of reduced vehicle miles traveled. This trip data, combined with peer reviewed literature, was then used to identify and monetize a number of benefits related to items such as reduced emissions, congestion, and health care costs.

Table 2.1 below identifies a range of potential low, medium, and high mode share scenarios for NWA. These scenarios are then used to estimate the benefits of walking and bicycling in the existing context as well as under each of the three aspirational scenarios.

Table 2.1 - Existing and Potential Bicycling and Walking Rates in the NWA Region

	Commute Mode Share		K-12 Mode Share		College Mode Share	
Scenario	**Bike**	**Walk**	**Bike**	**Walk**	**Bike**	**Walk**
Current*	0.18%	2.57%	0.67%	10.57%	0.77%	11.26%
Low	1.00%	3.00%	2.00%	12.00%	2.00%	12.00%
Medium	3.00%	4.00%	4.00%	15.00%	4.00%	13.00%
High	5.00%	5.00%	8.00%	18.00%	8.00%	14.00%

Sources: 2008-2012 American Community Survey 5-Year Estimates; National Safe Routes to School Data; 2004 University of Arkansas Travel Survey

Building on the projections in Table 2.1, Table 2.2 identifies the benefits that would result from increased levels of walking and bicycling. As indicated in Table 2.2, increased walking and bicycling as a result of implementing the NWA Regional Bicycle and Pedestrian Master Plan will result in significant benefits to the region.

Table 2.2 - Potential Annual Benefits of Walking and Bicycling in the NWA Region

	Annual Walking and Bicycling Benefits			
Benefit Factor	**Baseline**	**Low Scenario**	**Medium Scenario**	**High Scenario**
Annual Benefits				
Annual VMT Reduced	18,334,268	27,466,522	46,755,325	68,227,588
Reduced Hydrocarbons (pounds/year)	54,971	82,353	140,186	204,566
Reduced Particulate Matter (pounds/year)	408	612	1,041	1,519
Reduced Nitrous Oxides (pounds/year)	38,399	57,526	97,924	142,895
Reduced Carbon Monoxide (pounds/year)	501,210	750,861	1,278,165	1,865,159
Reduced Carbon Dioxide (pounds/year)	14,915,032	22,344,174	38,035,726	55,503,535
Annual Benefits (Monetized)				
Reduced Vehicle Emissions	$386,475	$578,978	$985,575	$1,438,198
Reduced Traffic Congestion	$751,624	$1,126,007	$1,916,763	$2,797,031
Reduced Vehicle Crashes	$10,267,190	$15,381,252	$26,182,982	$38,207,449
Roadway Maintenance Costs	$2,750,140	$4,119,978	$7,013,299	$10,234,138
Household Transportation Savings	$10,358,861	$15,518,585	$26,416,759	$38,548,587
Reduced Health Care Costs	$2,970,254	$3,944,740	$5,706,420	$7,889,337
Total Annual Benefits	**$27,484,544**	**$40,669,540**	**$68,221,798**	**$99,114,740**

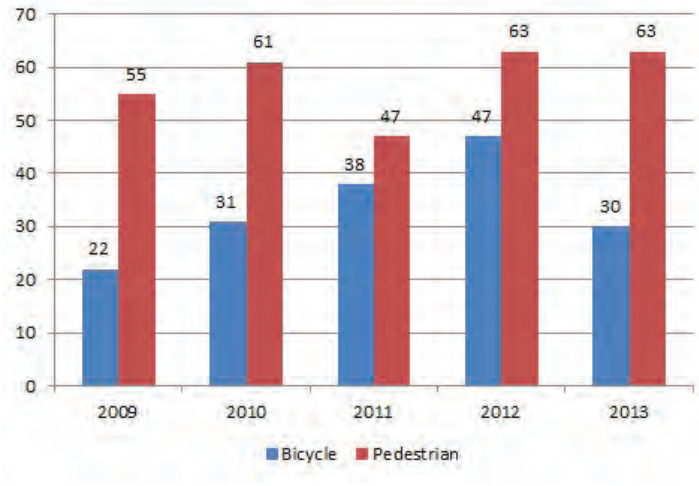
SAFETY ANALYSIS

This section reviews data (2009-2013) for crashes involving pedestrians and bicyclists in Benton and Washington Counties, as reported by the Arkansas State Police.

What: Number of Crashes

Chart 2.1 and Table 2.3 indicate there are approximately 75-110 reported crashes annually that have resulted in 245 or more injuries and 27 fatalities over the course of five years. While 2013 saw a dip, bicyclist crashes in particular appear to be trending upwards, perhaps reflecting the fact that bicycling is becoming more common. Additional data on the number of bicycle trips that took place each year would be needed to understand if the crash rate (i.e., crashes per bicycle trip) is going up or down.

Chart 2.1 - Number of Bicyclist and Pedestrian Crashes (2009-2013)



What: Severity of Crashes

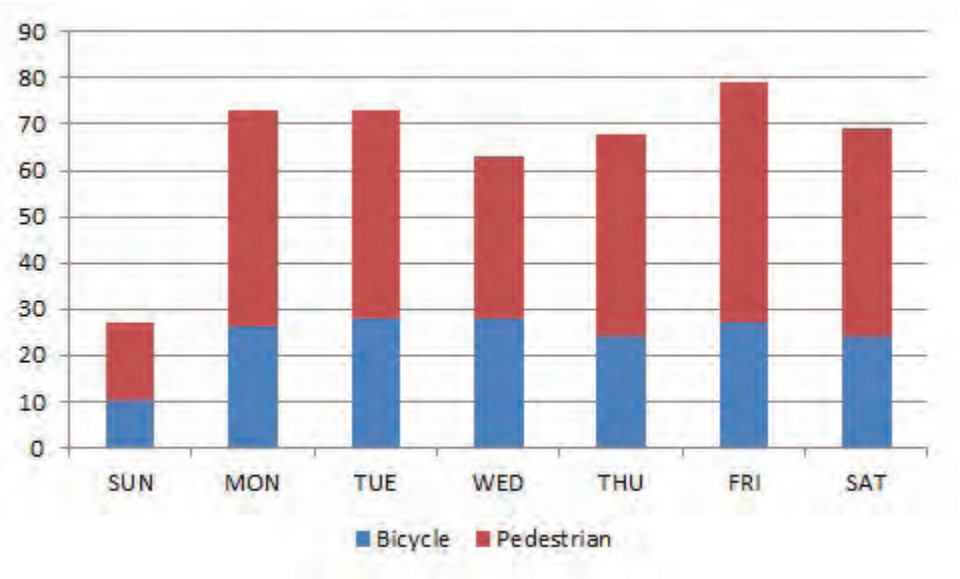
Table 2.3 - Number and Severity of Bicyclist and Pedestrian Crashes (2009-2013)

Severity	Bicycle	Pedestrian	Total
Fatal Injury	2	25	27
Incapacitating Injury	14	42	56
Non-Incapacitating Injury	54	109	163
Possible Injury	63	71	111
Non-Injury/Property Damage Only	35	42	77
Grand Total	168	289	457

When: Day of Week

Pedestrian and bicyclist crashes happen throughout the week, likely indicating that people walk and bike for both recreational and utilitarian purposes. Collision activity appears to be lower on Sundays.

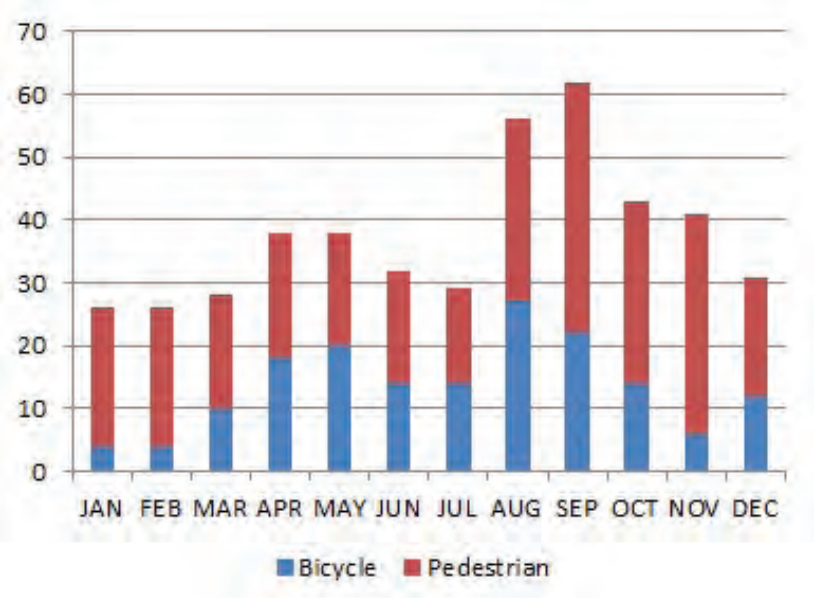
Chart 2.2 - Number of Bicyclist and Pedestrian Crashes (Day of Week)



When: Month of Year

Similar to the distribution across the week, pedestrian and bicyclist crashes occur throughout the year, though the levels are somewhat higher in the warm summer months when activity is likely higher, due to the pleasant weather and longer daylight hours. Nonetheless, walking and biking appear to be year-round activities in NWA.

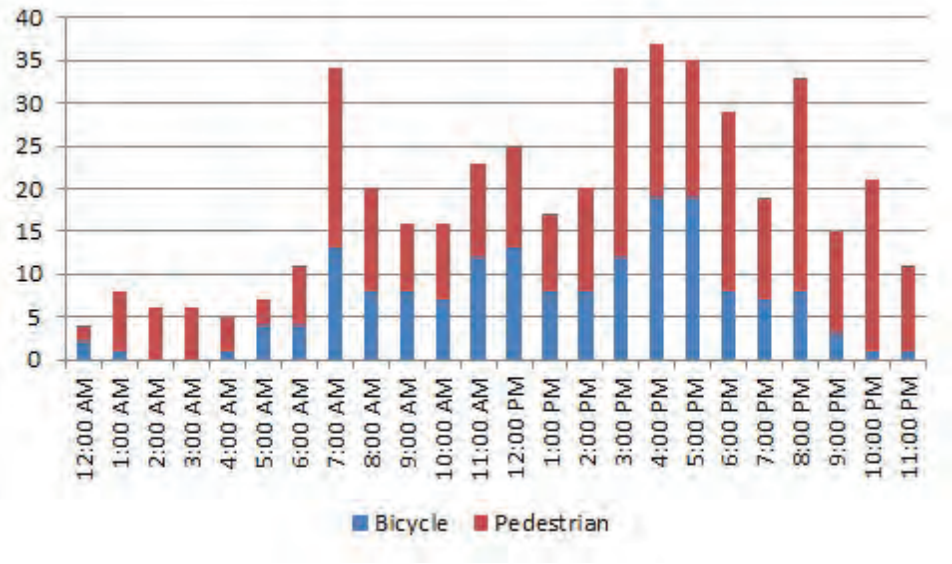
Chart 2.3 - Number of Bicyclist and Pedestrian Crashes (Month of Year)



When: Time of Day

The crash data show some peaking in the morning and evening commute periods, as well as a small spike in the evening hours, where visibility may be an issue.

Chart 2.4 - Number of Bicyclist and Pedestrian Crashes (Time of Day)

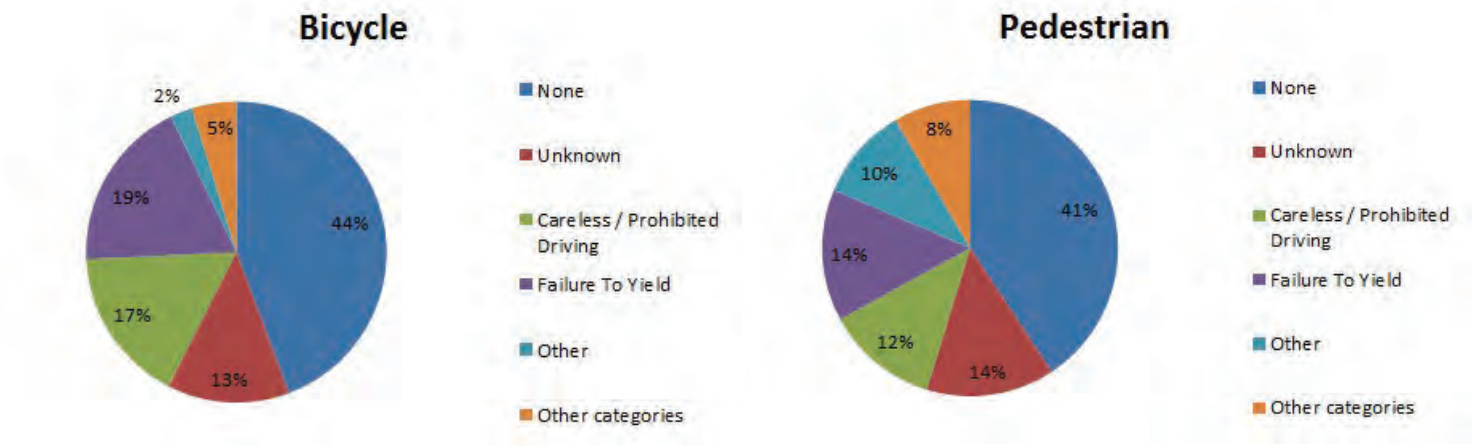


Why: Contributing Factors

The contributing factors for bicyclist and pedestrian collisions during this period were identified for less than half of the collisions. This data is extremely important for the development of effective education and enforcement programs. Chart 2.5 indicates that there may be opportunities to improve reporting of the contributing factor of crashes involving pedestrians or bicyclists.

- More than 40% of crashes listed the contributing factor as 'none' while over 10% listed the factor as 'unknown'.
- The most common categories were 'careless/prohibited driving' and 'failure to yield.'

Chart 2.5 - Contributing Factors of Bicyclist and Pedestrian Crashes

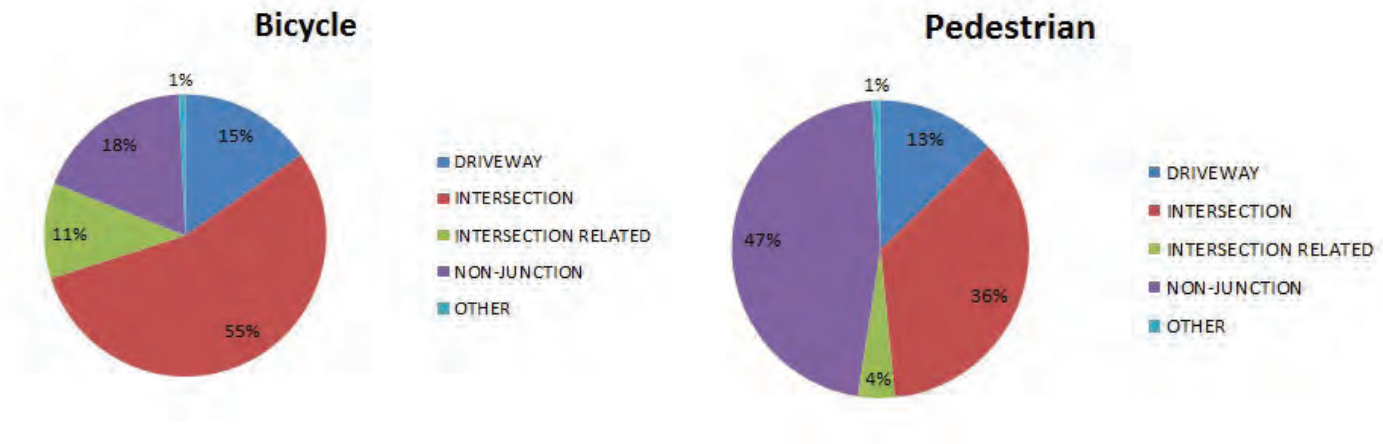


Where: Location on Roadway

As illustrated in Chart 2.6, pedestrian and bicyclist crashes exhibit different trends:

- Pedestrian crashes were most common away from intersections (e.g., mid-block locations) representing 47% of all crashes. Another 40% took place at intersections or were intersection related, while 13% took place at driveways.
- Bicyclist crashes, by contrast, most commonly occurred at intersections or were intersection related (66%). 18% took place away from intersections, and 15% took place at driveways.

Chart 2.6 - Location of Bicyclist and Pedestrian Crashes



Where: Vehicle Action

Table 2.4 identifies the vehicle action during the crash. Most crashes involve vehicles traveling straight, including 70% of pedestrian collisions and 54% of bicyclist collisions. The single most common vehicle action involved a vehicle going straight away from an intersection, representing 44% of all pedestrian collisions. Vehicles turning left or right at intersections accounted for 14% of pedestrian crashes and 32% of bicyclist crashes.

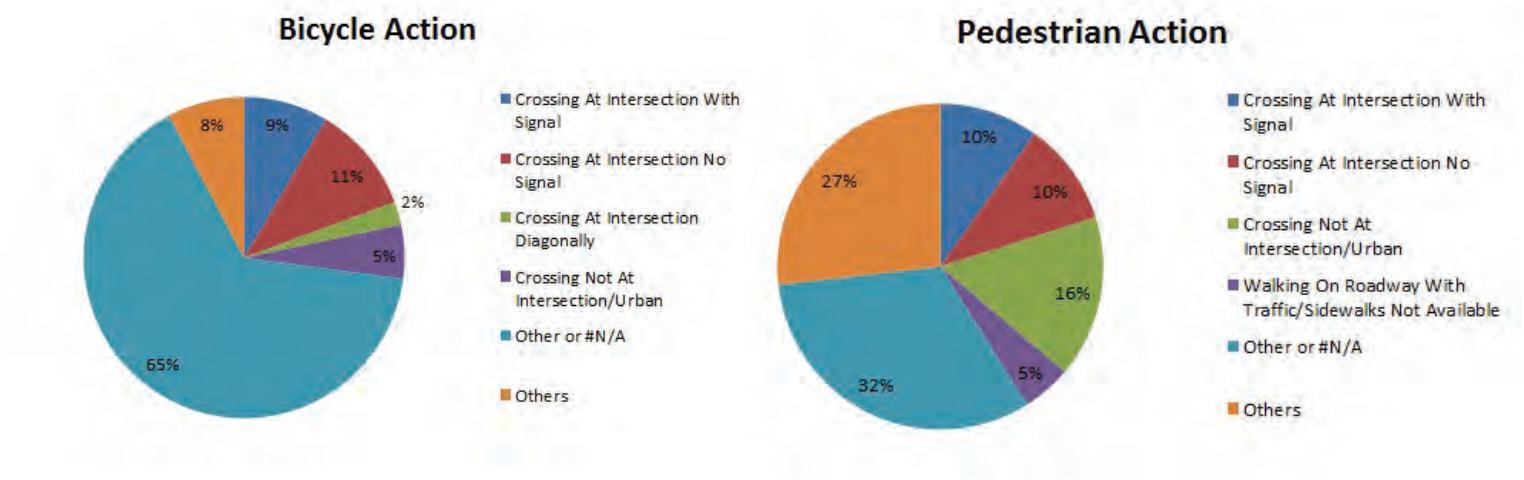
Table 2.4 - Summary of Location and Vehicle Action

	Crash Location					
Vehicle Action	**Inter-section**	**Inter-section Related**	**Non-Junction**	**Driveway**	**Other**	**Total**
Pedestrian Crashes						
Going Straight	19%	4%	40%	7%	1%	**70%**
Making left turn	8%	0%	0%	1%	0%	**9%**
Making Right Turn	4%	0%	0%	1%	0%	**5%**
Other	5%	0%	6%	4%	0%	**15%**
Total	**36%**	**4%**	**46%**	**13%**	**1%**	**100%**
Bicycle Crashes						
Going Straight	25%	6%	15%	7%	1%	**54%**
Making left turn	10%	1%	0%	1%	0%	**12%**
Making Right Turn	13%	3%	0%	4%	0%	**20%**
Other	7%	1%	3%	3%	0%	**14%**
Total	**55%**	**11%**	**18%**	**15%**	**1%**	**100%**

Where: Pedestrian/Bicyclist Action

A pedestrian action/location field indicates the action of the pedestrian and bicyclist involved in crashes. In Chart 2.7, a response of 'other' or 'N/A' was provided for 32% of pedestrian crashes and 65% of bicycle crashes. Regular trainings with police officers could result in a higher response rate to this category for both bicyclist- and pedestrian-involved crashes.

Chart 2.7 - Bicyclist and Pedestrian Actions



Where: Crashes by City

Table 2.5 (on the following page) identifies the number of crashes that have occurred in individual cities in NWA. As expected, bicyclist and pedestrian crashes are more common in larger cities where there are likely more people walking and bicycling. It is important to note that cities with higher numbers of crashes are not necessarily less safe than those with fewer crashes. Indeed, cities that have invested in walking and bicycling improvements may have higher activity levels and thus are more likely to have crashes. To assess relative safety, it would be necessary to have data on the amount of walk and bike activity so the number of crashes could be compared (or normalized) to the amount of activity.

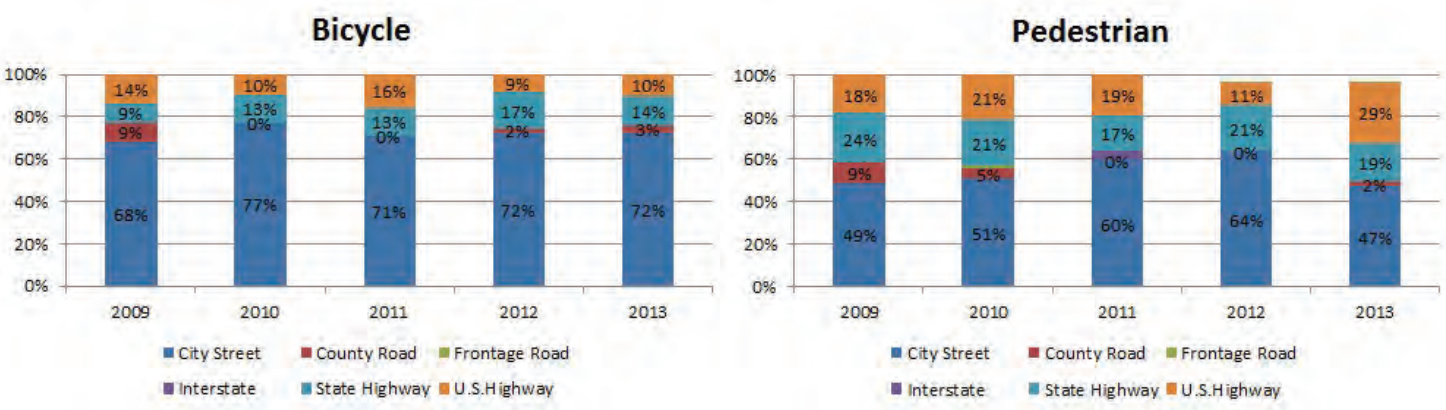
Table 2.5 - Bicyclist and Pedestrian Crashes by City

	In City				Outside of City		
City	Bicycle	Pedestrian	Total		Bicycle	Pedestrian	Grand Total
Bentonville	23	27	50		-	1	51
Bethel Heights	-	3	3		-	-	3
Canehill	-	-	0		-	1	1
Cave Springs	1	-	1		-	-	1
Centerton	2	3	5		-	-	5
Elkins	-	-	0		-	1	1
Farmington	1	2	3		-	-	3
Fayetteville	60	113	173		-	1	174
Gentry	1	3	4		1	1	6
Gravette	-	1	1		1	-	2
Lincoln	-	1	1		-	3	4
Lowell	-	2	2		-	-	2
Pea Ridge	1	1	2		1	1	4
Prairie Grove	2	3	5		-	-	5
Rogers	32	41	73		-	-	73
Siloam Springs	8	9	17		-	-	17
Springdale	31	56	87		-	1	88
Tontitown	-	1	1		-	1	2
West Fork	-	-	0		-	3	3
Grand Total	**162**	**266**	**428**		**3**	**15**	**446**

Where: Roadway Ownership

As indicated in Chart 2.8, approximately 70% of bicyclist crashes occurred on city streets, more than 10% occurred on State Highways and US Highways each. For pedestrians, approximately 50% occurred on city streets, 20% occurred on State Highways, and another 20% occurred on US Highways.

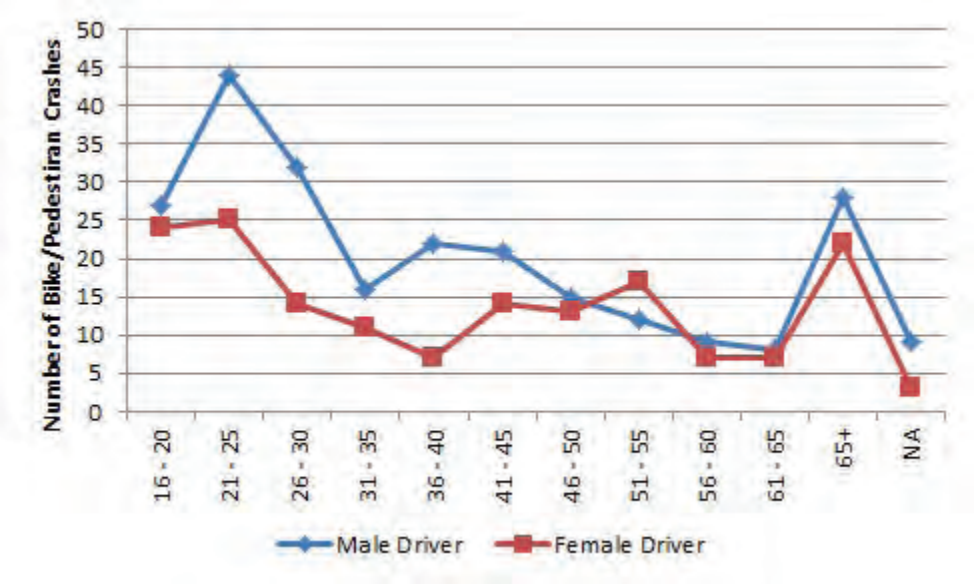
Chart 2.8 - Crashes by Roadway Ownership



Who: Drivers

As indicated in Chart 2.9, young adults age 16-25 are most likely to be the drivers in crashes involving bicyclists or pedestrians. Males are slightly over-represented as drivers (60% of all crashes).

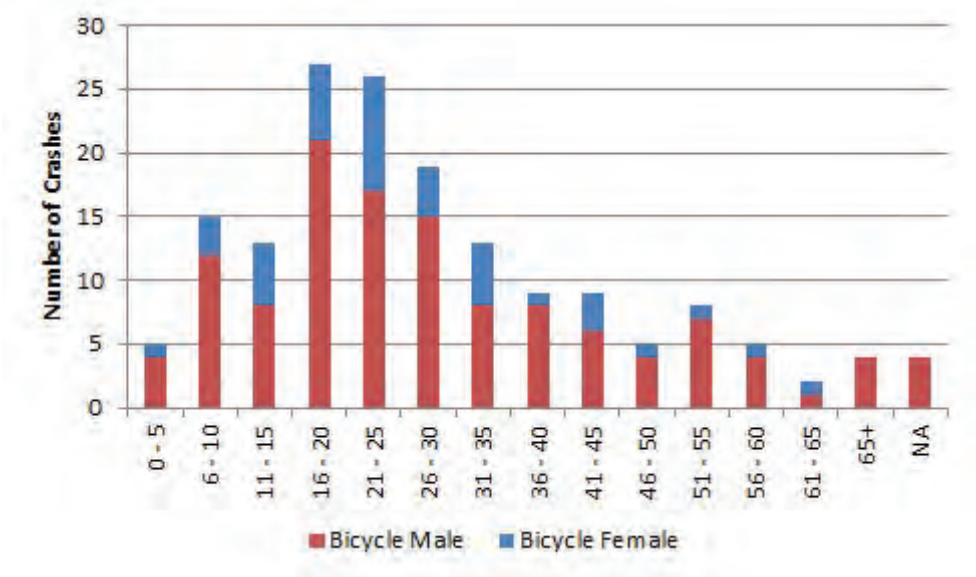
Chart 2.9 - Age and Gender of Drivers Involved in Pedestrian and Bicyclist Crashes



Who: Bicyclists

As indicated in Chart 2.10, males are much more likely to be involved in bicyclist crashes (nearly 75% of all crashes). This is likely indicative of males being over-represented in the total population of people bicycling.

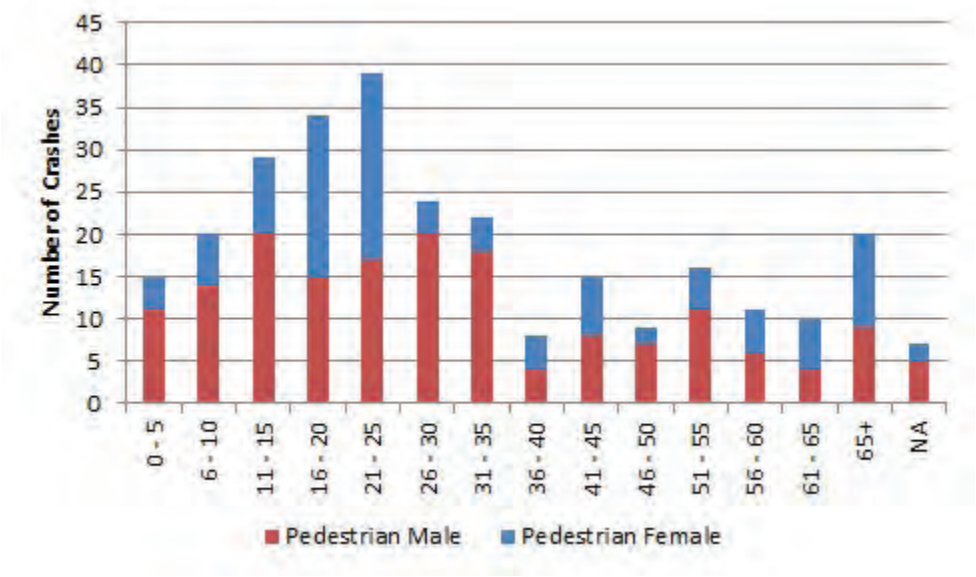
Chart 2.10 - Age and Gender of Bicyclists Involved in Crashes



Who: Pedestrians

As indicated in Chart 2.11, there is more parity in the number of men and women involved in pedestrian crashes as compared to bicyclist crashes, with a split of approximately 60% male to 40% female. 8% of crashes involve people 65 or older.

Chart 2.11 – Age and Gender of Pedestrians Involved in Crashes



BICYCLIST AND PEDESTRIAN CRASH MAPS

A series of maps on the following pages illustrate the location and severity of reported bicyclist and pedestrian crashes in NWA. These include:

- Location and severity of pedestrian crashes (Map 2.4)
- Location and severity of bicyclist crashes (Map 2.5)
- Zoomed in views of pedestrian and bicyclist crashes in Bentonville/Rogers (Map 2.6) and Fayetteville/Springdale (Map 2.7)

These maps illustrate several themes:

- **Downtown Centers** – Clusters of bicyclist and pedestrian crashes are found in the downtown centers of Rogers, Springdale, and Fayetteville. Within these cities, there are many crashes along higher traffic corridors where bicyclists and pedestrians are likely attempting to access businesses, schools, and connect to residential areas. These higher crash corridors include:
  - Walnut St, Dixieland Rd, and 8th St in Rogers
  - Thompson St and Sunset Ave in Springdale
  - North St, Garland Ave, Razorback Rd, Maple St, US 71B, and Martin Luther King Jr Blvd in Fayetteville

» **University of Arkansas** – Thousands of students from the University of Arkansas in downtown Fayetteville walk and bike to campus daily. The crash data highlights several corridors through campus where conflicts occur, with Garland Ave, Razorback Rd, Dickson St, Maple St, and Martin Luther King Blvd each experiencing multiple crashes.

» **Arterial Corridors** – NWA has many wide, high traffic roads that are difficult to walk or bike along and which also serve as barriers that inhibit connectivity between adjacent areas that are more comfortable for walking and biking. Several of these corridors have experienced multiple reported crashes, including US 71, AR 112, US 62, and US 412. See Table 2.6 below for a list of streets that have experienced multiple bicyclist and pedestrian crashes.

Table 2.6 - Streets in NWA with Multiple Bicyclist and Pedestrian Crashes (2009-2013)

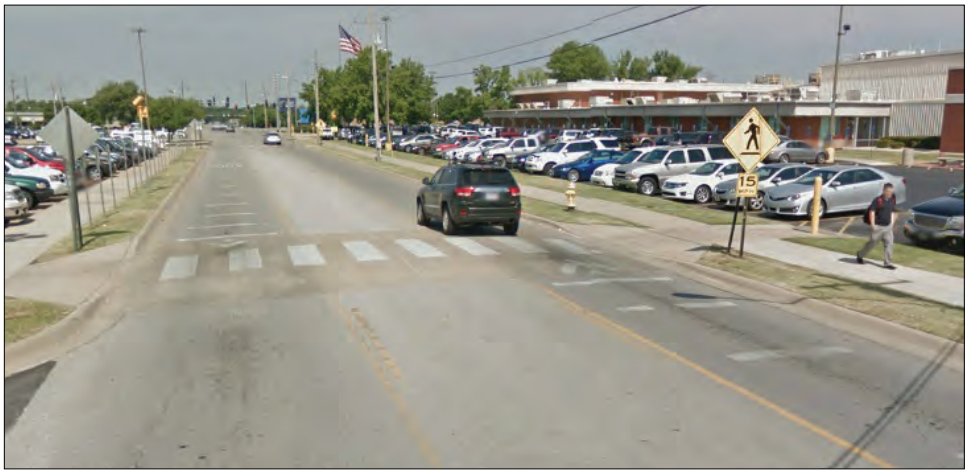
Street	Bicycle	Pedestrian	Total	% of Total	City (number of crashes)
US 71	13	38	51	11%	Rogers (14), Fayetteville (15), Springdale(13)
AR 112	7	23	30	7%	Fayetteville (26)
US 62	6	11	17	4%	Rogers (7), Fayetteville (5), Prairie Grove (2), Farmington (2)
US 412	4	11	15	3%	Springdale(9), Siloam Springs (4)
AR 265	3	5	8	2%	Fayetteville (3), Springdale (5)
AR 102	4	8	12	3%	Bentonville (9), Centerton (3)
AR 16	2	8	10	2%	Fayetteville (10)
AR 180	4	10	14	3%	Fayetteville (14)
North St	5		5	1%	Fayetteville (5)
I-49		9	9	2%	West Fork (3), Fayetteville (5)
Maple St	1	8	9	2%	Fayetteville (9)
N West Ave		5	5	1%	Fayetteville (5)
Others	119	153	272	59%	
Total	168	289	457	100%	

In densely populated areas of the region and communities with wide, high volume streets, there is often limited infrastructure to accommodate the needs of people walking and bicycling. Therefore we see more collisions happening there.

There are several areas where infrastructure improvements have been made and where the data suggest fewer problems. These include:

» **8th Street in Bentonvil**le – Hundreds of employees cross SW 8th St in Bentonville on a daily basis to travel between a parking lot and Walmart's home office. Only one pedestrian crash was recorded along this section, perhaps due to the highly visible crosswalks, pedestrian signage, and lower speed limits along this high traffic road.

» **Bike lanes –** While NWA currently has only 11 miles of bike lanes, there was only one reported bicyclist crash along a roadway with a bike lane (US 62 in Farmington).



8th Street in Bentonville

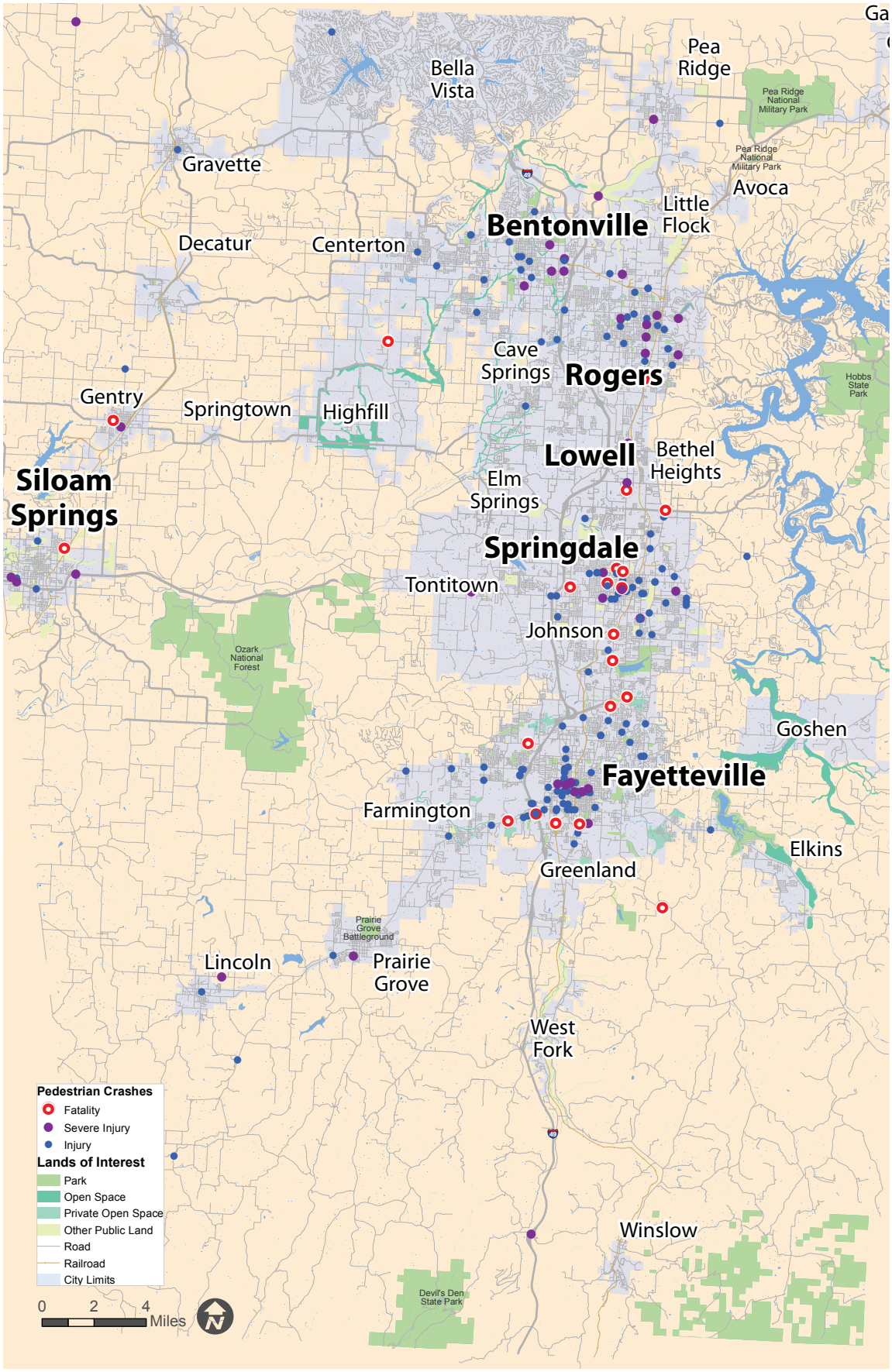
OPPORTUNITIES FOR IMPROVED CRASH DATA

The crash data provides only limited information to understand the nature of crashes involving pedestrians and bicyclists. Below are three categories that could be improved or added to the data to provide greater clarity and increase the ability to match appropriate countermeasures with particular safety issues:

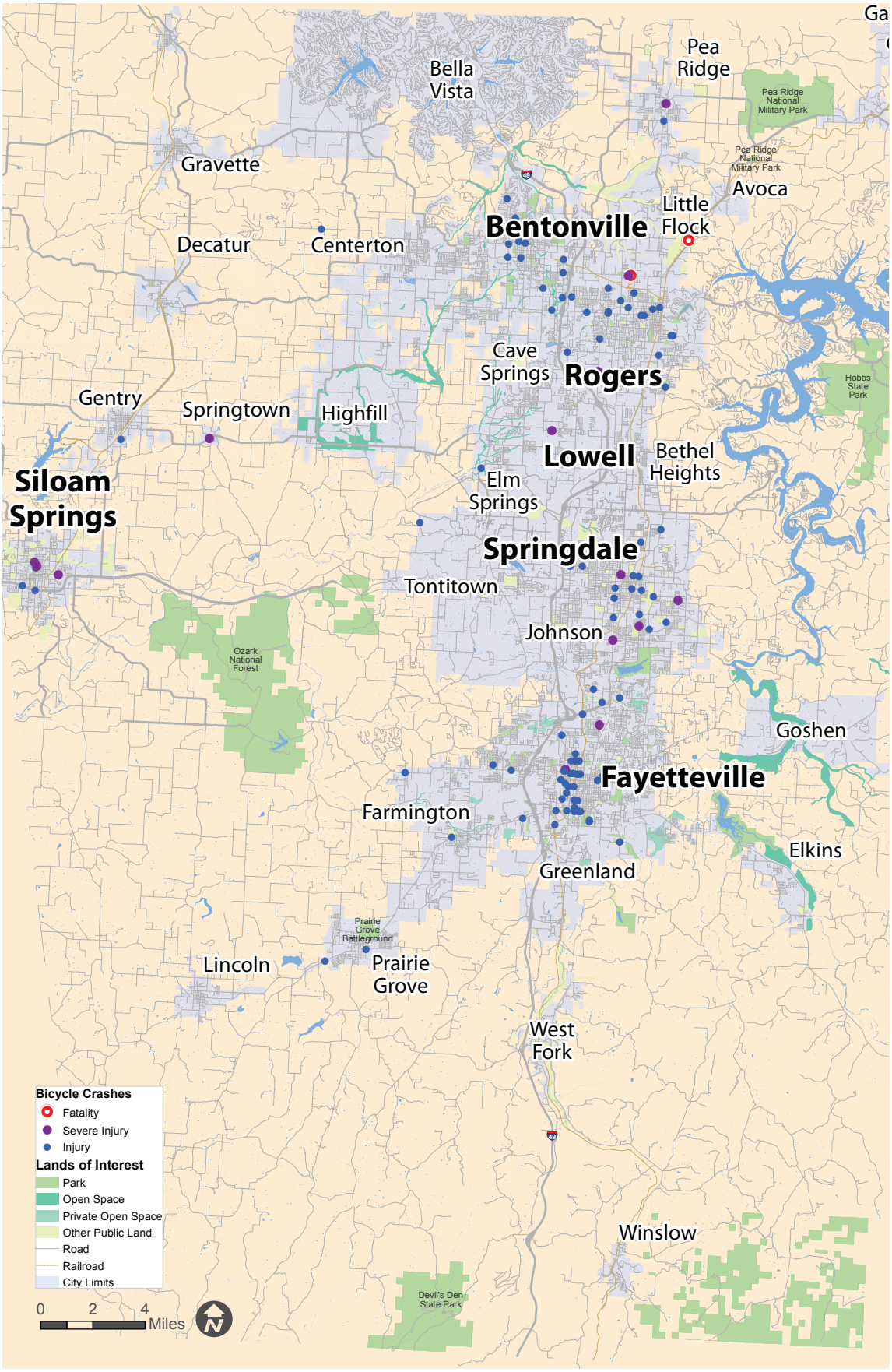
» There may be opportunities to change and increase use of the contributing factor field for collision reports. More than 40% of crashes listed the contributing factor as 'none' while over 10% listed the factor as 'unknown'. Common contributing factors are 'careless/prohibited driving' and 'failure to yield,' which yield little insight.

» Similarly, the pedestrian action/location listed a response of "other" or "N/A" for 32% of pedestrian crashes and 65% of bicyclist crashes. Regular trainings with police officers can result in a higher response rate to this category for both bicyclist and pedestrian involved crashes.

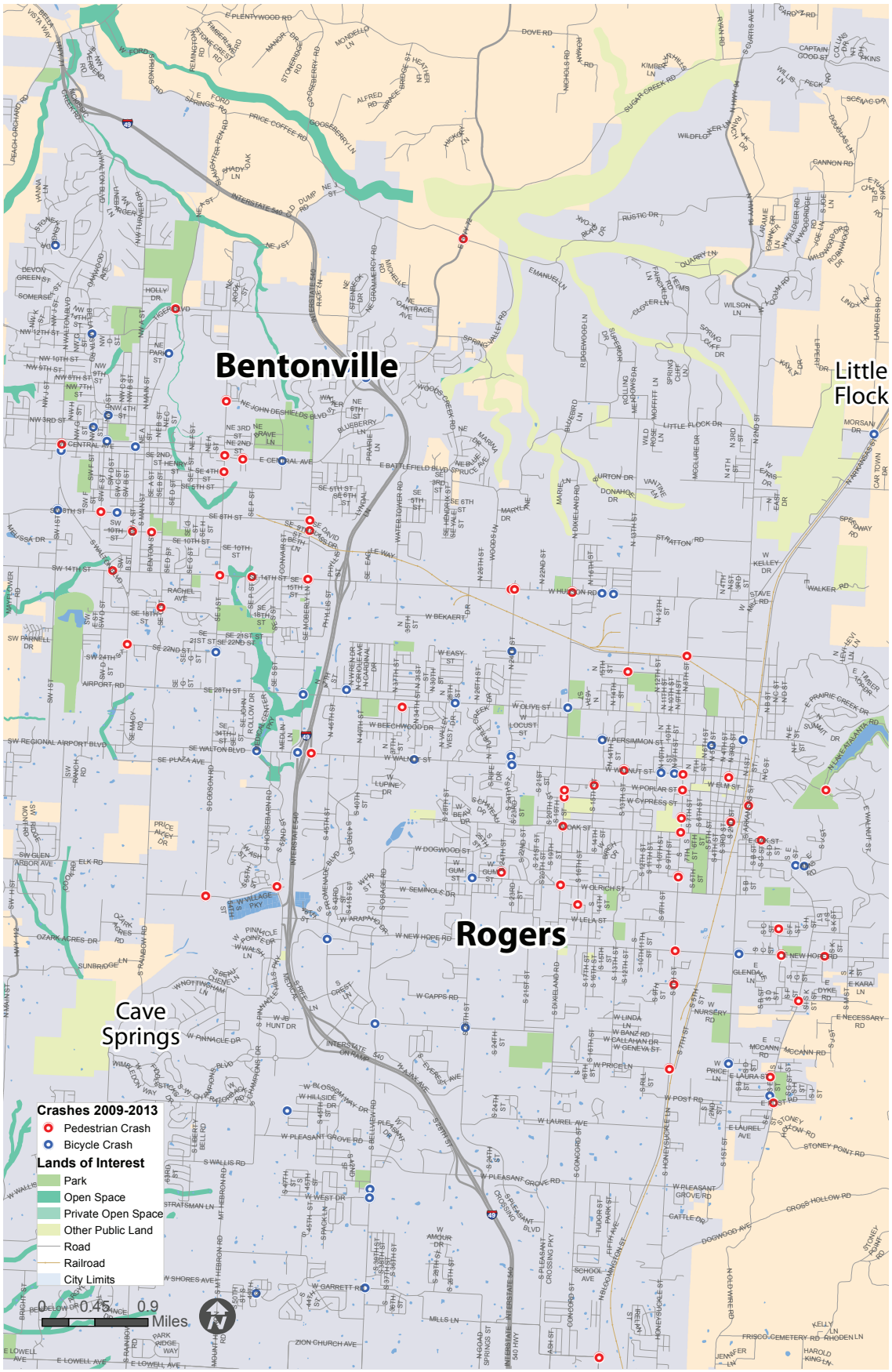
MAP 2.4 PEDESTRIAN CRASH LOCATIONS IN NWA BY SEVERITY (2009-2013)



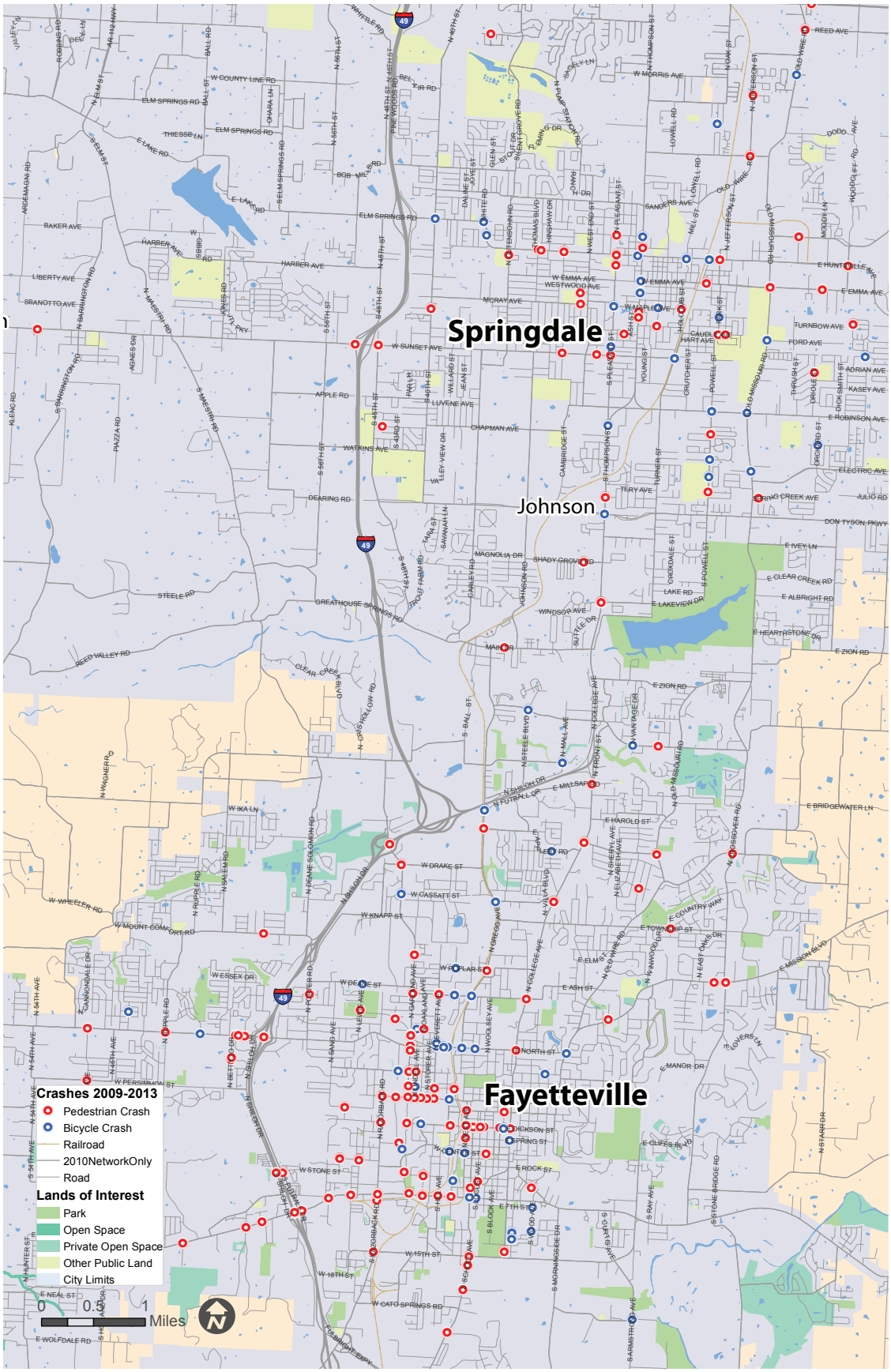
MAP 2.5 BICYCLIST CRASH LOCATIONS IN NWA BY SEVERITY (2009-2013)



MAP 2.6 BICYCLIST & PEDESTRIAN CRASH LOCATIONS (BENTONVILLE & ROGERS) (2009-2013)



MAP 2.7 BICYCLIST & PEDESTRIAN CRASH LOCATIONS (FAYETTEVILLE & SPRINGDALE) (2009-2013)



3 PROGRAM & POLICY RECOMMENDATIONS

Photo credit: Bicycle Coalition of the Ozarks

Chapter Contents:

PROGRAM RECOMMENDATIONS

A variety of programmatic recommendations are recommended which constitute a comprehensive approach to supporting walking and bicycling in NWA through engineering, education, encouragement, enforcement and evaluation. The Plan is also built around the integration of a "6th E" for Equity, ensuring that a balanced approach is provided for people of all ages. These recommendations were developed based on an audit of existing local / regional programs with input from each of the NWA communities. Each of these items is among the list of elements included in the national Walk/Bike Friendly community award applications. National best practices were identified for each of the E's and evaluated for implementation capacity at the regional and local levels.

Table 3.1, on the following pages, presents a summary of recommendations organized by category and which identifies the lead entity, key action, and time-frame for implementation. Short term actions are those that can be implemented within 1 year, medium-term actions can be implemented within 2-3 years, while long term actions can be implemented in three years or longer. Implementation of these programs over time will improve conditions for walking and bicycling across NWA and help the region and individual communities achieve recognition as Walk and Bicycle Friendly Communities. An additional category of 'Economy' is included to promote economic development and tourism.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs (e.g., submitting facilities data to a Standardized Regional GIS Portal to track progress), attending trainings or meetings convened at the regional scale (e.g., Regional Trainings for Law Enforcement Officers), or implementing regionally developed programs at the local level (e.g., a regional Share the Road Campaign or adopting the model Complete Streets ordinance).

Note that while a lead entity is identified in Table 3.1, implementation of most items will require partnerships between public (regional and local), private, and non-profit agencies. Refer to Appendix D for detailed guidance on implementing each item in Table 3.1, including a description of recommended actions, regional and local roles, as well as sample programs.

Table 3.1 – Summary of Programmatic Recommendations for Improved Walking and Bicycling in NWA

Program	Key Action	Term	Lead Entity
Engineering			
Complete Streets Policy	Adopt complete streets policy language.	Medium	Local municipalities
ADA Transition Plans	NWARPC to create online source of information with guidance on development of ADA transition plans and design recommendations for accessible rights of way.	Medium	Local municipalities
Non-Motorized Transportation Training for Engineers and Planners	NWARPC to convene trainings for staff across the region.	Short	NWARPC
Bicycle Parking	Expand bike parking mandates and incentives to private developments to increase the density and number of bicycle parking spaces.	Medium	Local municipalities
Regional Trail Wayfinding Program	Establish regional trail wayfinding program and provide guidance on placement, standard design and relevant destinations.	Medium	Northwest Arkansas Council, NWARPC
Enhanced Funding for Bike and Pedestrian Projects	Identify additional funding for bicycle and pedestrian projects.	Medium	NWARPC, Local municipalities, Public/ private partnerships
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Include bicycle and pedestrian facilities in standard roadway details. Use Complete Streets Cross Sections of the design guidelines to update the Regional Transportation Plan and local Master Street Plans.	Short	NWARPC, Local municipalities
Transportation Planning and Land Use Planning Considerations	Evaluate current state and regional transportation planning policy to ensure land use is considered in concert with transportation.	Long	NWARPC
Education			
Safe Routes to School (SRTS)	Develop regional safe routes to school program, potentially including a regional coordinator, task force, and website.	Short	Bicycle Coalition of the Ozarks (BCO) and Bike Bentonville (BB)
LCI Instructor Training	Organize annual League Certified Instructors (LCI) training programs for those interested in teaching adult and child bicycle skills classes.	Medium	Northwest Arkansas Council
League Certified Bicycling Skills Classes	Organize LAB Smart Cycle classes, led by League Certified Instructors (LCIs), to educate the general public about bicycle skills, safety and use of bicycles for transportation.	Medium	Northwest Arkansas Council
Share the Road Campaign	Develop and implement regional bicycle and/or pedestrian safety education campaigns, with a goal of reducing the frequency and severity of bicycle and pedestrian involved crashes.	Short	BCO, BB, Northwest Arkansas Council, Local media partners
University Pedestrian and Bicycle Planning & Design Studio	Develop a planning and design studio to educate college students on active transportation planning, engineering, and design concepts and professions.	Long	Potential partnership with the University of Arkansas

Table 3.1 – Summary of Programmatic Recommendations for Improved Walking and Bicycling in NWA (continued)

Program	Key Action	Term	Lead Entity
Encouragement			
Regional Biking, Walking, and Trails Website	Develop website to distribute walking and bicycling resources, publicize events, and increase public knowledge of these transportation choices.	Short	Northwest Arkansas Council
Regional Walking, Bicycling and Trails Maps	Develop maps that provide route and facility information and highlight walking and bicycling destinations.	Short	NWARPC, Northwest Arkansas Council
Walking Promotion Activities	Coordinate and promote walking events by assisting local jurisdictions with new and existing events.	Short	Northwest Arkansas Council, Local municipalities, Local healthcare partners
Razorback Regional Greenway Transportation Promotion	Develop an individualized marketing program and/or media campaign to promote use of the Razorback Regional Greenway for recreation and transportation.	Short	Northwest Arkansas Council
Bike and Walk Month	Develop activities that promote walking and bicycling, such as commute challenge competitions, workshops, walking events or group rides.	Medium	Northwest Arkansas Council, Municipalities, Local sponsors
Group Rides and Walks for Women and Families	Organize group rides and walks targeted to women and families.	Medium	Northwest Arkansas Council
Equity-Oriented Programs	Examples include applying environmental justice criteria to project selection criteria and providing transportation options and information to vulnerable populations.	Medium	NWARPC, Northwest Arkansas Council
Open Streets Events	Coordinate and support local open streets events.	Medium	Northwest Arkansas Council, Local municipalities
Stewardship Programs	Develop stewardship programs to foster a sense of community engagement and ownership over public resources such as regional trails.	Long	Northwest Arkansas Council
Regional Mountain Bike Trail Network Development	Provide a forum for coordinating planning, implementing, and marketing mountain bike trails.	Medium	Northwest Arkansas Council, Local trail advocates
Enforcement			
Targeted Bicycle and Pedestrian Enforcement	Based on crash data analysis and observed patterns of behavior, use consistent targeted enforcement to focus on key violations.	Short	Local law enforcement agencies
Regional Trainings for Law Enforcement Officers	Educate police on current bike/pedestrian laws, common collision types, and community education programs.	Short	NWARPC
	Review protocols for properly completing collision forms when pedestrians and bicyclists are involved in a collision, to ensure information is completed in sufficient detail to allow for effective lessons learned from periodic crash analyses (e.g., completion of Pedestrian Location Action field).		

Table 3.1 – Summary of Programmatic Recommendations for Improved Walking and Bicycling in NWA (continued)

Program	Key Action	Term	Lead Entity
Bike and Foot Patrol Units	Convene regional patrol unit trainings to allow for information sharing between cities.	Medium	NWARPC
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Convene police, planners and engineers to share their unique perspectives to develop comprehensive strategies for enhancing pedestrian and bicycle safety.	Medium	NWARPC
Evaluation			
Active Transportation Committee	Continue regional Active Transportation Committee (ACT); among its other duties, the ACT can ensure this Plan's recommendations are followed and projects are implemented.	Short	NWARPC
Evaluate Need for Regional Bicycle, Pedestrian and Trails Staff	At regional and individual community level, assess the need for a staff member dedicated to walking, biking and trails planning.	Short	NWARPC
Safety Issues on State and US Highways	Coordinate with state agencies to address safety issues on State and US highways. The crash analysis conducted as part of this Plan indicates that approximately ¼ of crashes involving bicyclists and more than 1/3 crashes involving pedestrians occur on state or US highways.	Long	NWARPC, AHTD, FHWA
Regional Bicycle, Pedestrian, and Trail Count Program	Establish a regional bicycle, pedestrian and trail count program to allow for the analysis of trends in walk and bike activity across the region.	Short	NWARPC
Regional Walking, Bicycling and Trails Report Card	Develop a regional bicycle and pedestrian report card (annual or bi-annual) to measure investments and track progress over time.	Medium	NWARPC
Standardized Regional GIS Portal	Develop a format for local cities to submit bicycle, pedestrian and trails infrastructure data to a regional GIS portal.	Medium	NWARPC
Economy			
Economic Impact Report for Razorback Regional Greenway	Develop reports to document how trails impact local economies, which can help make the case for continued investment in these natural spaces.	Medium	Northwest Arkansas Council
Bicycle and Walking Tourism Strategy	Develop a tourism strategy that may include producing communication and promotional materials in digital, print, and multi-media formats to broadcast the area's touristic offerings to the rest of the state and country.	Medium	Northwest Arkansas Council

POLICY RECOMMENDATIONS

Table 3.2 identifies recommended walk and bike friendly policies to ensure future development and infrastructure projects accommodate bicyclists and pedestrians.

Table 3.2 - Summary of Policy Recommendations for Improved Walking and Bicycling in NWA

Policy	Key Action	Term	Lead Entity
Adopt Complete Streets Policy	Refer to Table 3.1 above as well as the Complete Streets Policy catalyst project sheet.	Medium	Local municipalities
Safe Routes to School Policies	Refer to Table 3.1 above as well as the Safe Routes to School catalyst project sheet.	Short	Northwest Arkansas Council, BCO, and BB
Adopt Design Guidelines	Adopt the design guidelines developed for this Plan.	Short	NWARPC, Local municipalities
Walkability Policies	Establish a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, and convenient pedestrian access requirements.	Short	Local municipalities
Sidewalk Requirements on Arterial and Collector Streets	Adopt policy requiring sidewalks on both sides of arterial and collector streets.	Short	Local municipalities
Data Collection Requirements (could be included as part of Complete Streets Policy)	Adopt policy requiring the collection of data related to pedestrian/bicycle-vehicle crashes, traffic volumes and motor vehicle speeds on existing or future corridor improvement projects.	Short	Local municipalities
Road Users Rights and Responsibilities	Update materials to educate motorists, pedestrians and cyclists on their rights and responsibilities as road users (e.g., as part of drivers education curriculum, test manual, or bus driver training).	Medium	Arkansas State Highway and Transportation Department (AHTD)
Planned Greenways Referenced in Land Development Process	Ensure that planned greenways are referenced as part of the land development process so that the right-of-way for planned greenways can be preserved through purchase or dedicated easements.	Short	Local municipalities

Table 3.2 - Summary of Policy Recommendations for Improved Walking and Bicycling in NWA (continued)

Policy	Key Action	Term	Lead Entity
Work with AHTD to develop model programs for Arkansas	Consider innovative designs in bicycle and pedestrian facilities on state jurisdiction roads that serve as local roads.	Medium	NWARPC, AHTD
	Develop a Main Streets guide for state highways that serve small town centers.		
	Consider involving local jurisdictions in project development and designs of highway projects to ensure interchanges and capacity expansions do not create barriers or pinch points in local bicycle/ pedestrian networks.		
	Consider forming a bicycle and pedestrian advisory committee composed of citizens, businesses and local agency staff to provide input into policy and project development practices.		

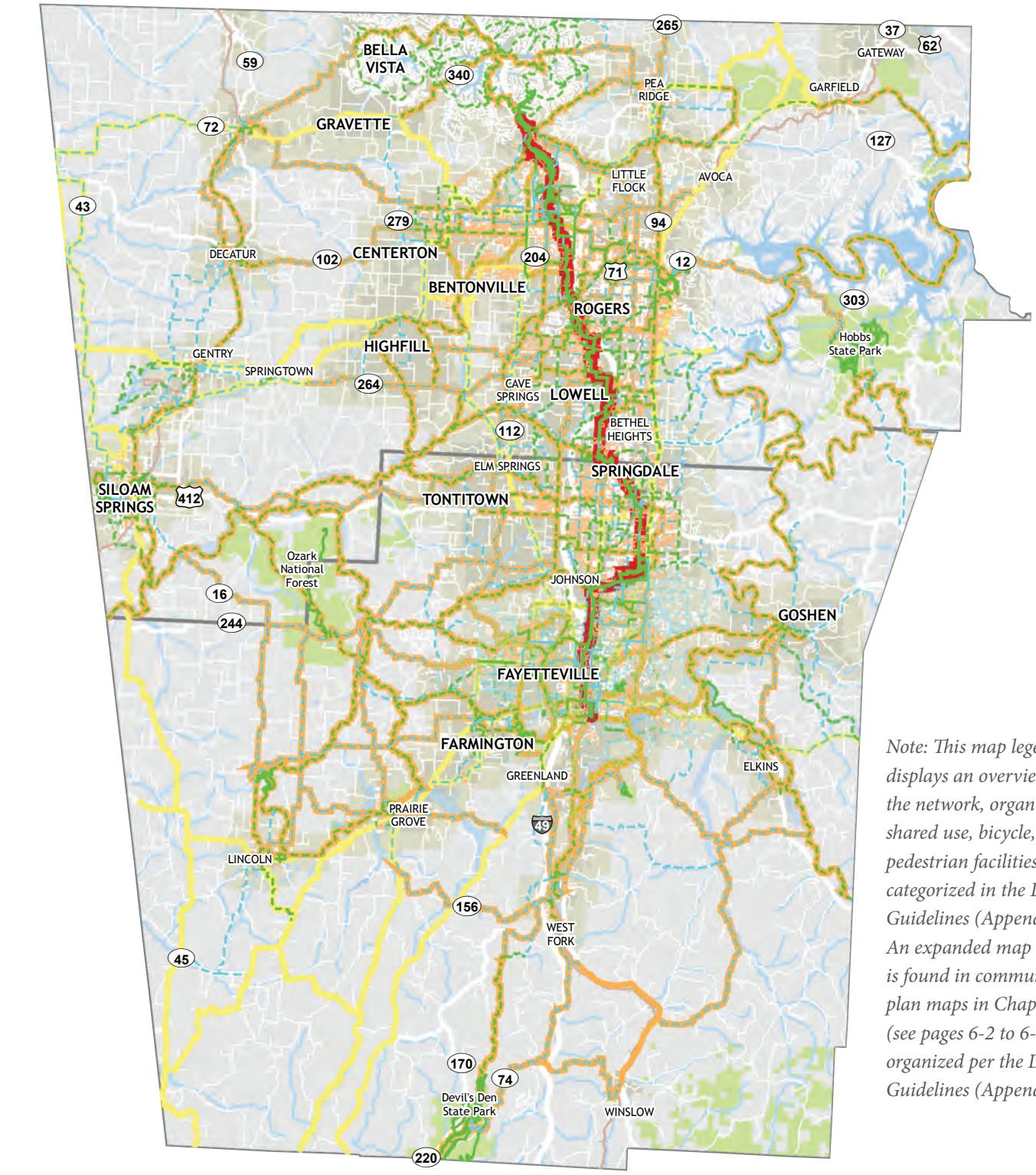
4 REGIONAL BICYCLE & PEDESTRIAN NETWORK

Chapter Contents:

REGIONAL NETWORK MAPS

This section focuses on regional recommendations for the two county NWA region. The network includes on-road and off-road facilities such as shared use paved trails, separated bikeways, sidewalks, and shared roadways connecting regional destinations and communities. Network typology and recommendations are described in more detail in Chapter 6: Community Plans. In addition to the regional network, seven general scenarios covering different contexts across NWA are detailed at the end of this chapter, focusing on challenges and solutions that are common across these contexts.

MAP 4.1 REGIONAL BICYCLE & PEDESTRIAN NETWORK

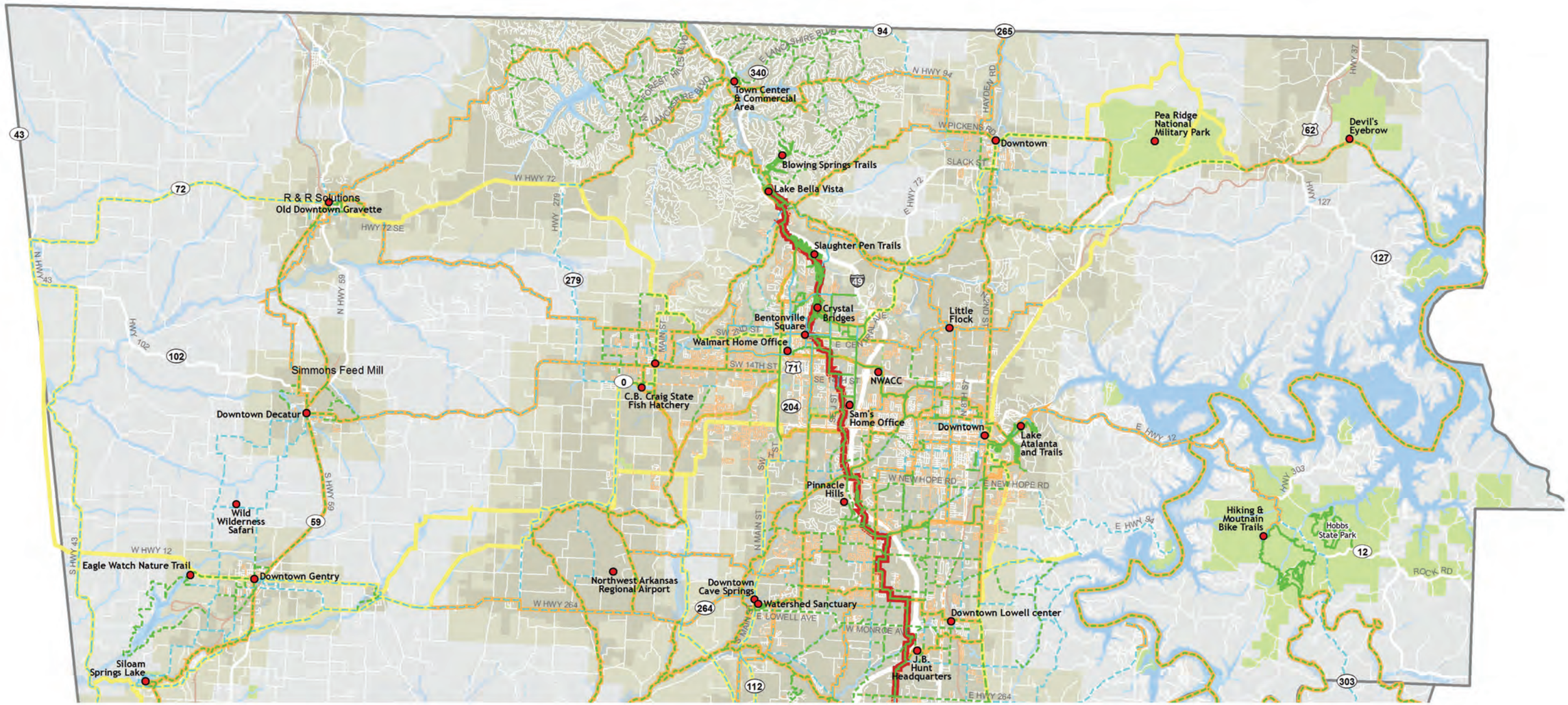


Note: This map legend displays an overview of the network, organized by shared use, bicycle, and pedestrian facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines (Appendix A).

- Regional Network
- Razorback Regional Greenway
- Heritage Trail
- Proposed Shared Use Facility
- Existing Shared Use Facility
- Proposed Bicycle Facility
- Existing Bicycle Facility
- Proposed Pedestrian Facility
- Existing Pedestrian Facility

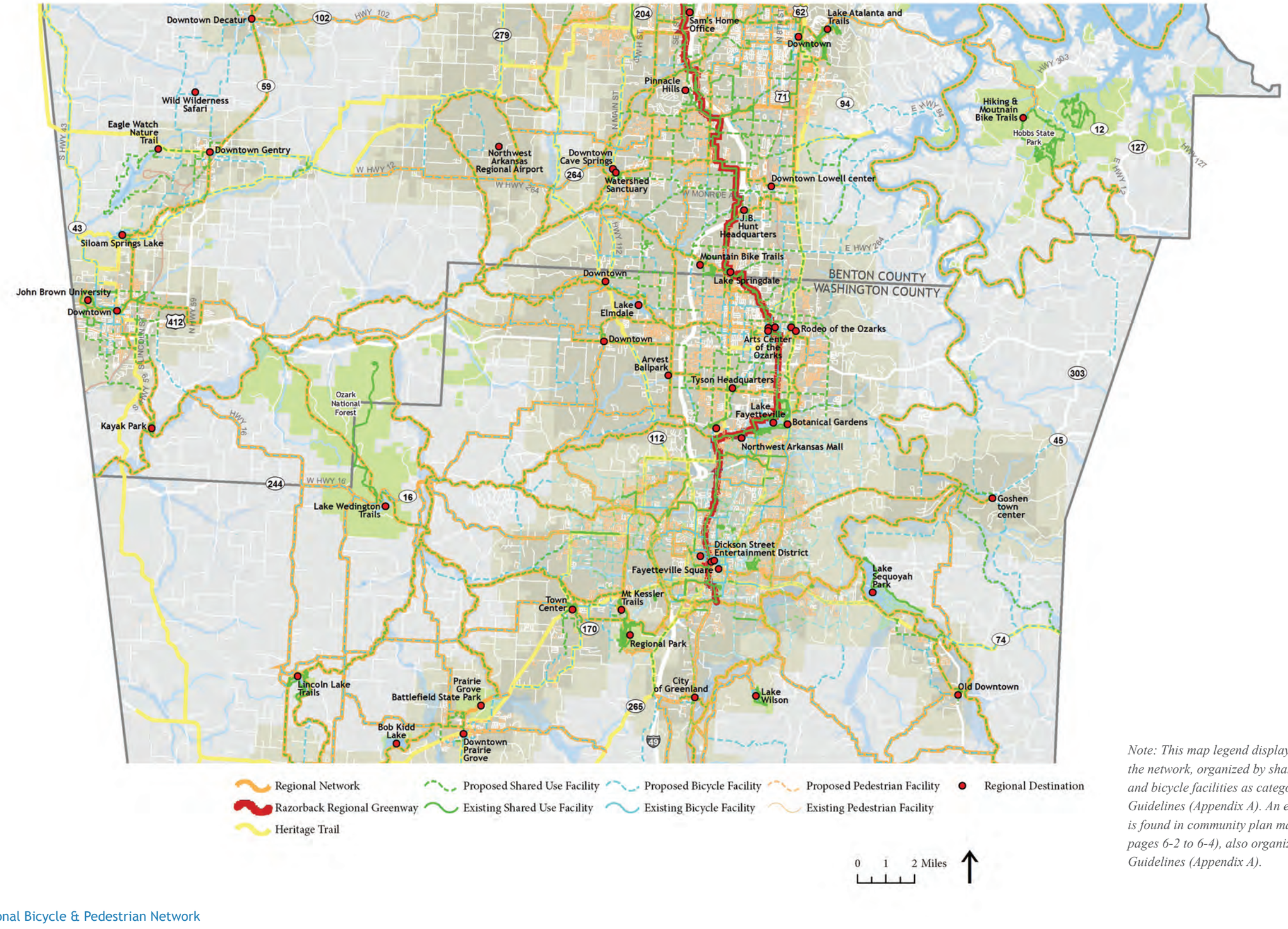
0 2.5 5 Miles

MAP 4.1A REGIONAL NETWORK - NORTHERN SECTION ZOOM-IN *(see Chapter 6 for Maps of Individual Communities)*



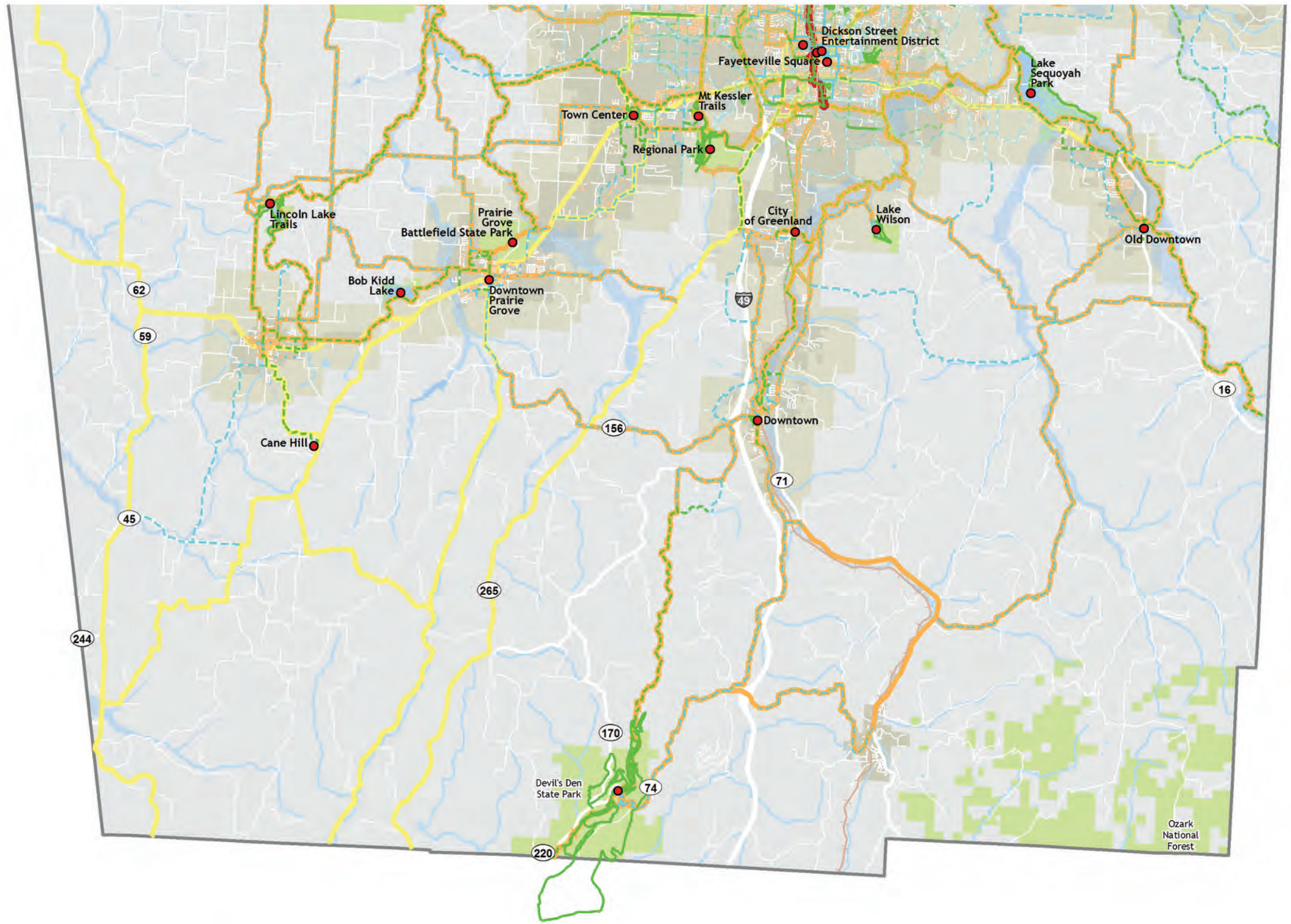
Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines (Appendix A).

MAP 4.1B REGIONAL NETWORK - MIDDLE SECTION ZOOM-IN *(see Chapter 6 for Maps of Individual Communities)*



Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines (Appendix A).

MAP 4.1C REGIONAL NETWORK - SOUTHERN SECTION ZOOM-IN *(see Chapter 6 for Maps of Individual Communities)*



Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines (Appendix A).

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TYPOLOGIES

In order for the NWA region to create a world-class network of bicycle/pedestrian facilities, a series of 'layers' of infrastructure need to be created. These layers are represented in the following typologies as Greenways, Bikeways, Pedestrian Facilities and Multi-modal connections. Each layer has to be complete within itself and integrated to connect with the other layers. More in-depth definitions of the facility types within each category are provided in the beginning of Chapter 6 and in the Design Guideline appendix (Appendix A).

Shared Use Facilities

Shared use facilities are dedicated for non-motorized travel, primarily used by pedestrians and bicyclists. These paths are sometimes also referred to as greenway trails or sidepaths, depending upon their context. Shared use trails can include a variety of surface types ranging from paved to natural surfaces, and can be designed for specific purposes such as hiking and mountain biking.

Existing shared use facilities: 211 miles | Proposed shared use facilities: 871 miles

Shared use paved trail example from Bentonville on the Razorback Regional Greenway.

Bicycle Facilities

Bicycle facilities can include a range of on-street treatments such as bike lanes, paved shoulders, shared roadways, cycle tracks, bicycle boulevards and other facilities. Generally, bicyclists prefer a greater level of infrastructure improvements on higher speed, higher volume roadways. This is especially important for reaching a large segment of the population that is not comfortable sharing the road with motorists. The 19 miles of existing bicycle facilities refers to separated bikeways.

Existing bicycle facilities: 19 miles | Proposed bicycle facilities: 897 miles

Bicycle facility examples from Springdale and Siloam Springs.

Pedestrian Facilities

Almost every trip starts or ends as a pedestrian. Pedestrian facilities include sidewalks, crossings, streetscapes and transit stops. It is important to include ADA compliant designs for universal access so that people of all ages and abilities can choose to walk for health, mobility and other purposes. The 1,431 miles of existing pedestrian facilities includes sidewalks and neighborhood parks/trails in NWA cities.

Existing pedestrian facilities: 1,431 miles | Proposed pedestrian facilities: 36 miles

Sidewalk example from Downtown Springdale.

Multi-modal Connections

Connections to school buses, public transit, park-and-ride lots, airports and other forms of transportation are important for residents and visitors. Although the NWA region has limited public transit at this time, it is still important to consider connections between multiple modes of travel.

Existing transit: 18 bus routes in 10 cities | Proposed transit: region-wide

Multi-modal facility example: Ozark Regional Transit in Bentonville.

SCENARIOS

The following scenarios illustrate the four infrastructure typologies in the context of representative locations from the NWA region. These locations are intended to show the potential for each of the typologies as they are implemented in similar locations throughout the region.

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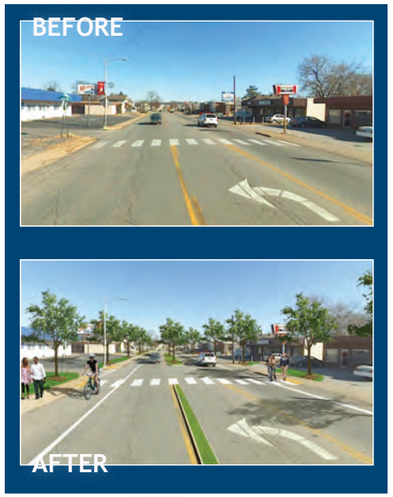
DOWNTOWN SCENARIO

This scenario details improvements in the bicycle and pedestrian landscape in the downtown context, using Springdale as an example. While the downtown of each city in NWA includes unique opportunities and challenges, downtowns are typically centers of activity hosting a wide range of activities and attractions for both residents and visitors. Understanding how the environment for walking and biking can be strategically improved in Springdale's downtown highlights solutions that may be appropriate for other downtowns in NWA.

Example Improvements



Issues

Many of NWA's downtown roadways, such as Meadow Avenue in Springdale, lack designated bike routes to connect people to destinations.

Similar to most NWA cities, the downtown Springdale sidewalk network is characterized by wide, pedestrian friendly sidewalks. However, leading to downtown, sidewalks are fragmented and sidewalk gaps need to be connected.

Rights-of-way in NWA's downtown environments are often constrained, such as on W. Emma Ave, leaving no buffer space between the sidewalk edge and the adjacent travel lane. The proximity of faster moving cars is not comfortable for walking.

Key roadways in NWA's downtown areas, such as W. Meadow Ave, sometimes lack basic crossing facilities for pedestrians, such as crosswalks and curb ramps.

NWA's downtown areas, including Downtown Springdale, do not provide bicyclists with enough places to park at the end of their trip.

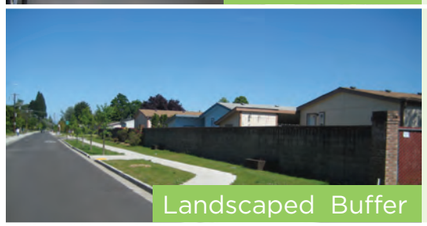
Major roadways in and near NWA's downtown areas, such as Huntsville Avenue, present barriers to walking and bicycling activity due to higher traffic volumes, higher speeds, and longer crossing distances.

Potential Solutions

Buffered Bike Lanes (and similar on-road bicycle facilities) provide a clear route for bicyclists and improve upon simply signing the route. Also, having the painted 2' to 3' buffer is more comfortable for a wider range of bicycling skill levels.

Cycle Tracks go a step further in defining space for bicyclists and their routes. Using grade separation or physical barriers (e.g. flexible bollards), bicyclists are completely separated from adjacent motor vehicle traffic.

Complete and connected sidewalks keep pedestrians from walking on the road every time the sidewalk disappears. In downtown areas, these sidewalks should be wide enough to also accommodate street furniture (as shown here).



Landscaped buffers provide physical and visual separation between modes.

Street trees visually narrow the roadway for drivers, which helps reduce speeding. They also offer needed shade for NWA's pedestrians, filter water runoff, and have an aesthetic value that can enhance property values.

ADA-compliant curb ramps and crosswalks allow people of all abilities to comfortably and safely access the sidewalk and cross the street.

Curb extensions reduce the crossing distance and the time needed to cross. They also increase the visibility of pedestrians waiting to cross.

Bike racks give people a place to lock their bike while they shop, dine, or otherwise recreate at NWA's downtown destinations.

Long-term bike parking gives people an opportunity to completely secure their bicycle, which is especially useful at transit stations or major employment centers.

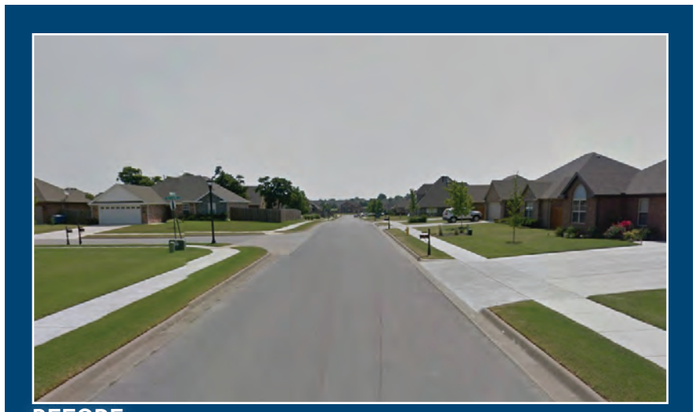
"Road Diets" involve reducing the number or width of lanes to provide space for more modes of travel, such as bicycling. This treatment is one of the simplest ways to accommodate bicyclists on NWA's downtown streets with excess capacity.

Active Warning Beacons only turn on when a pedestrian is waiting to cross. Flashing lights indicate to motorists that there is a pedestrian in the crosswalk and that they must stop for them.

SUBURBAN SCENARIO

This scenario details improvements in the bicycle and pedestrian landscape in the suburban context, using the Bentonville to Centerton area as examples. While the suburban areas of NWA will include unique opportunities and challenges, these areas are typically characterized by a separation of land uses, particularly separate residential and commercial areas, furthering dependence on the automobile for most local trips. Understanding how walking and biking can be strategically improved in the Bentonville-Centerton area will highlight similar opportunities and challenges across suburban NWA.

Example Improvement



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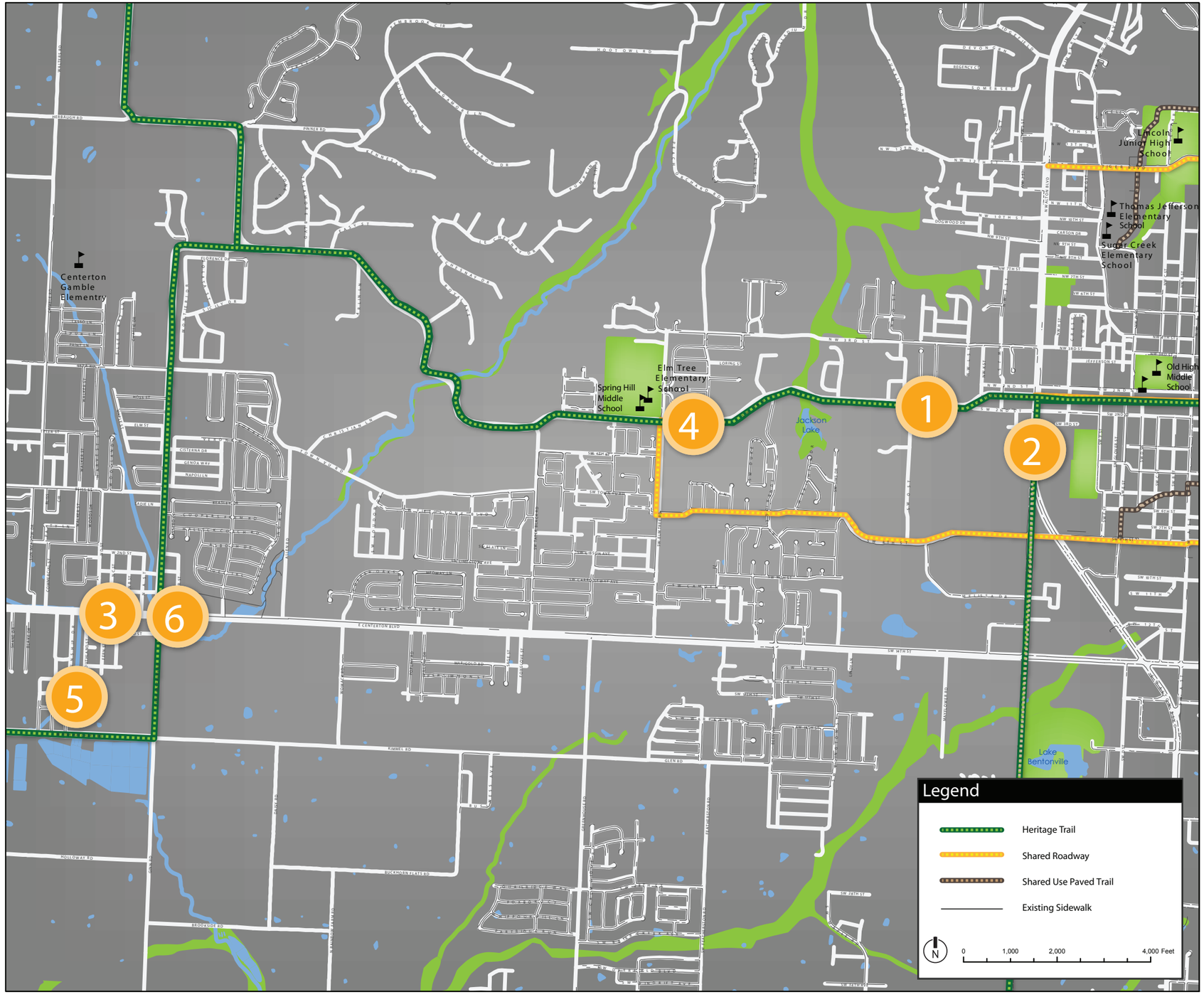


Issues

1

Most suburban areas in NWA lack designated bike routes that connect people to destinations.

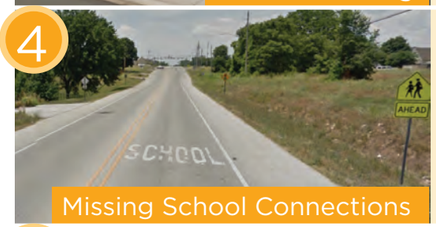
2

Major roadways in suburban NWA, such as Walton Boulevard, present barriers to walking and bicycling activity due to higher traffic volumes, higher speeds, and longer crossing distances.

3

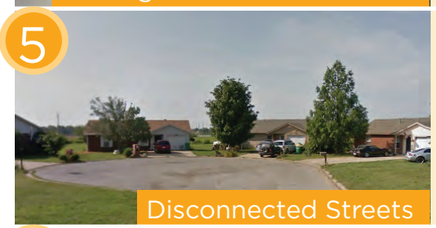
Bicycle parking is generally lacking in the suburban areas of NWA.

4



In many suburban areas in NWA, schools are separated by unconnected neighborhoods and high speed/high volume collector roads.

5



Suburban areas across NWA include cul-de-sacs and dead-end streets that leave neighborhoods isolated. Poor street connectivity reduces opportunities to walk and bike, even when it's a short distance.

6

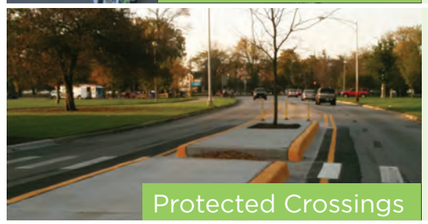
Suburban shopping plazas in NWA generally do not accommodate pedestrians safely (whether they are walking from somewhere else, or just from car to store).

Potential Solutions

Bike Lanes (and similar on-road bicycle facilities) provide a clear route for bicyclists that go above and beyond simply signing the route.

Bicycle Boulevards can be designated along low traffic, low speed streets with wayfinding signs, pavement markings, and traffic calming, making them ideal for both bicycle and pedestrian travel.

Buffered Bike Lanes and Cycle Tracks increase the level of physical separation between bicyclists and motorists, significantly increasing bicyclists' comfort.



Median refuge islands give pedestrians a place to safely wait while crossing and reduce the speed of traffic.

Bike racks give people a place to lock their bike while they shop, dine, or otherwise recreate at NWA's suburban destinations.

Long-term bike parking gives people an opportunity to completely secure their bicycle, which is especially useful at transit stations or major employment centers.

Sidewalks are grade-separated from the adjacent roadway with a curb and gutter to provide pedestrians with a safer, more comfortable place to walk.

Shared use paved trails are solely for non-motorized traffic and are the most preferred facility type by walkers and bikers of all ages and abilities. They are typically not adjacent to a roadway, but instead along their own right-of-way.

Connector Trails improve access for walking and bicycling where there is limited roadway connectivity. For example, a connector trail might link the ends of two cul-de-sacs together to allow a more direct route for people walking or biking.

Sidewalks in parking lots give people leaving or returning to their vehicles a place to walk that is physically separated from the rest of the lot.

Designated crosswalks in parking lots help people better navigate between their vehicle and their destination, while cueing motorists to wait for pedestrians to cross.

RURAL SCENARIO

This scenario details improvements in the bicycle and pedestrian landscape in the rural context, using the western Benton County area as an example. While each rural area of NWA will include unique opportunities and challenges, rural areas are commonly characterized by agricultural land uses and low density residential areas, occasionally featuring small, compact downtowns or small commercial intersections. Understanding how walking and biking can be strategically improved in the western Benton County area will highlight similar opportunities and challenges across rural NWA.

Example Improvement

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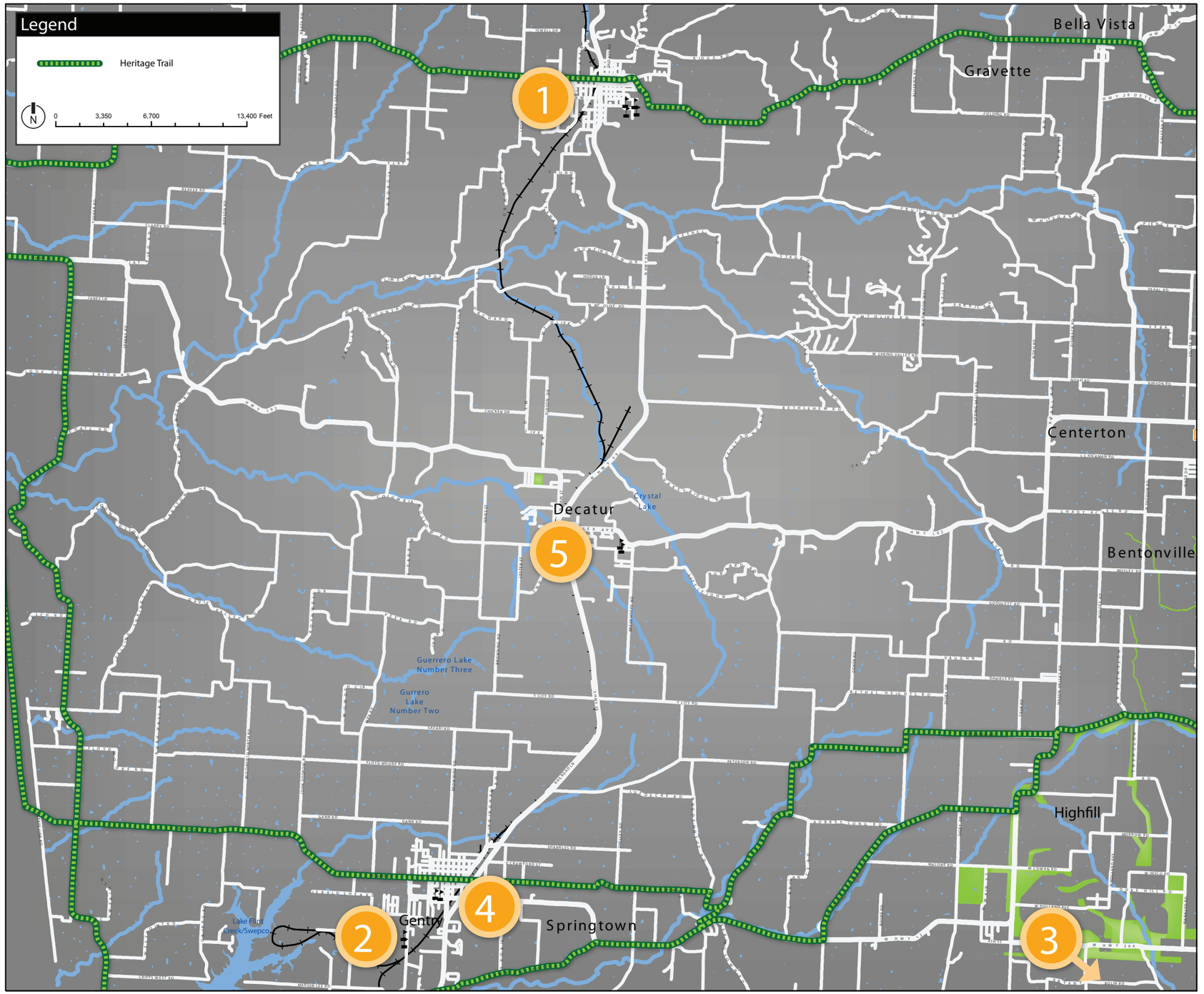
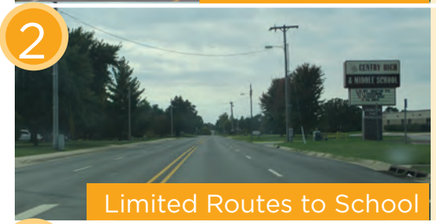


Issues


Few Bike Routes

1

NWA's rural roads, such as AR 72 west of Gravette, lack designated bike routes to connect people to destinations. While these rural roads often have less traffic, they also often have narrow lanes, making it difficult to pass bicyclists safely.


Limited Routes to School

2

The long distances between schools and neighborhoods in NWA's rural areas present challenges for creating safe and functional walking and bicycling routes. Furthermore, some schools within walking/biking distance lack facilities.


Lacking Connections Between Rural and Urban Areas

3

NWA's rural areas are often disconnected from urban areas in terms of walking and bicycling routes and facilities.


Major Roadways

4

Major roadways in rural NWA, such as AR 59, can present formidable barriers to walking and bicycling, mainly due to higher speeds and a lack of crossing facilities.


Railroad Crossings

5

Several rural NWA communities are bisected by an active railroad line. Railroad tracks can be difficult for bicyclists and pedestrians to cross comfortably, especially when using a mobility device.

Potential Solutions


Paved Shoulders

Paved Shoulders are typically found in the rural context. Often more narrow than a standard bike lane, they provide separate space for bicyclists to ride adjacent to a travel lane. They are not stenciled with 'bike lane' pavement markings.


Sidepaths

Shared use paved trails located within the roadway corridor right-of-way, or adjacent to roads, are called 'Sidepaths'. Sidepaths are most appropriate in corridors with few driveways and intersections.

Paved Shoulders

Paved Shoulders are typically found in the rural context. Often more narrow than a standard bike lane, they provide separate space for bicyclists to ride adjacent to a travel lane. They are also useful for pedestrians.


Protected Bikeways

Buffered Bike Lanes and Cycle Tracks increase the level of physical separation between bicyclists and motorists, significantly increasing bicyclists' comfort.


At-Grade Crossings

Improving at-grade crossings to meet ADA requirements helps eliminate gaps in the network.

Designated Bike Routes

Designated Bike Routes use signs to help direct bicyclists on the best possible routes.. These signs can be combined with other bike facilities, such as bike lanes or bicycle boulevards. Online and paper maps make it easier to navigate for the user.


Shared use paved trails

Shared use paved trails are completely separated from motorized vehicular traffic and are constructed in their own corridor, often within an open-space area. These facilities are the most preferred facility type by walkers and bikers of all ages and abilities.


Gravel Grinding

'Gravel grinding' refers to off-road bicyclists who ride predominantly unimproved dirt, chip-seal, and gravel back roads. Some such roads could be designated as routes that link to rural NWA areas with little to no other improvements necessary.


Road Diets

"Road Diets" involve reducing the number or width of lanes to provide space for more modes of travel, such as bicycling. This treatment is one of the simplest ways to accommodate bicyclists on NWA's rural roadways with excess capacity.


Grade Separated Crossing

Grade Separated Crossings either go above or below grade to provide a completely separated crossing for pedestrians and bicyclists. They help these users completely avoid a potential hazard, such as a major freeway, river, or rail line.

SAFETY SCENARIO

This scenario details safety improvements in the bicycle and pedestrian landscape surrounding the University of Arkansas which is characterized by high volumes of motorized and non-motorized traffic. These types of areas require careful planning across several modes of transportation. Understanding how walking and biking can be strategically improved in this context will highlight similar opportunities and challenges across the busiest areas of NWA.

Example Improvement

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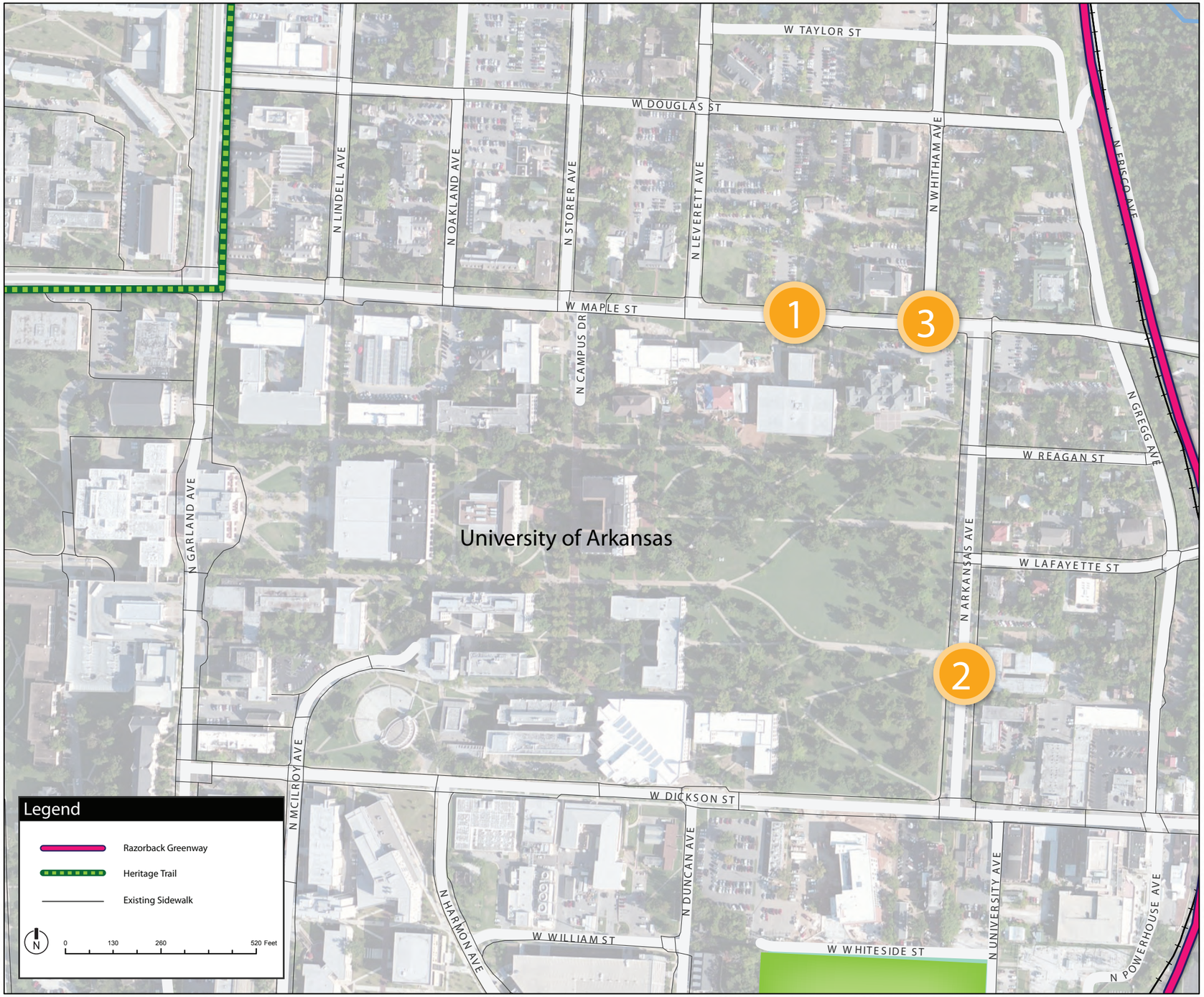


Issues

NWA roadways, like Maple Street, have few designated bike routes to connect people to destinations.

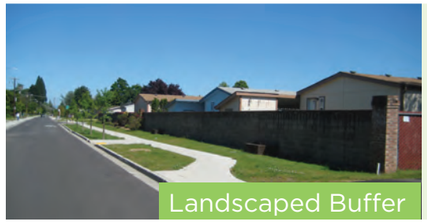
Many roadways in NWA, like Arkansas Street, lack basic crossing facilities for pedestrians, such as crosswalks, curb ramps, and median islands.

Rights-of-way in NWA are often constrained, leaving no buffer space between the sidewalk edge and the adjacent travel lane. The proximity of faster moving cars is not comfortable for walking.

Potential Solutions

Buffered Bike Lanes (and similar on-road bicycle facilities) provide a clear route for bicyclists and improve upon simply signing the route. Also, having the painted 2' to 3' buffer is more comfortable for a wider range of bicycling skill levels.

ADA-compliant curb ramps and crosswalks allow people of all abilities to comfortably and safely access the sidewalk and cross the street.



Landscaped buffers provide physical and visual separation between modes.

Cycle Tracks go a step further in defining space for bicyclists and their routes. Using grade separation or physical barriers (e.g. flexible bollards), bicyclists are completely separated from adjacent motor vehicle traffic.

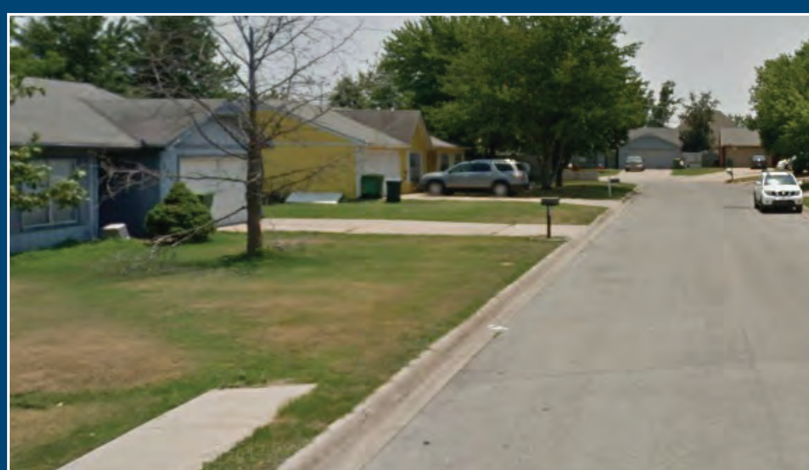
Median Refuge Islands give pedestrians a safe place to wait midway through the crossing. These medians may also be landscaped.

Street trees visually narrow the roadway for drivers, which helps reduce speeding. They also offer needed shade for NWA's pedestrians, filter water runoff, and have an aesthetic value that can enhance property values.

SCHOOL SCENARIO

This scenario details improvements in the bicycle and pedestrian landscape around schools, using Rogers High School as an example. Schools across NWA will include unique opportunities and challenges, all needing to accommodate children and adolescents during morning and afternoon rush hour. Understanding how walking and biking can be strategically improved around Rogers High School will highlight similar opportunities and challenges across NWA.

Example Improvement



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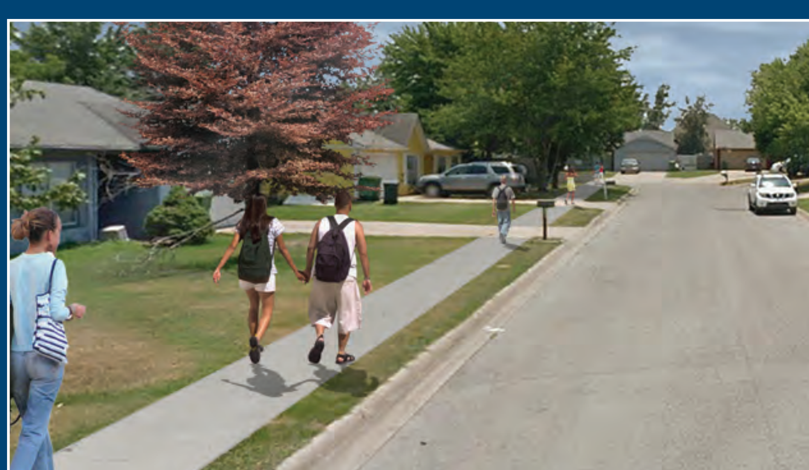

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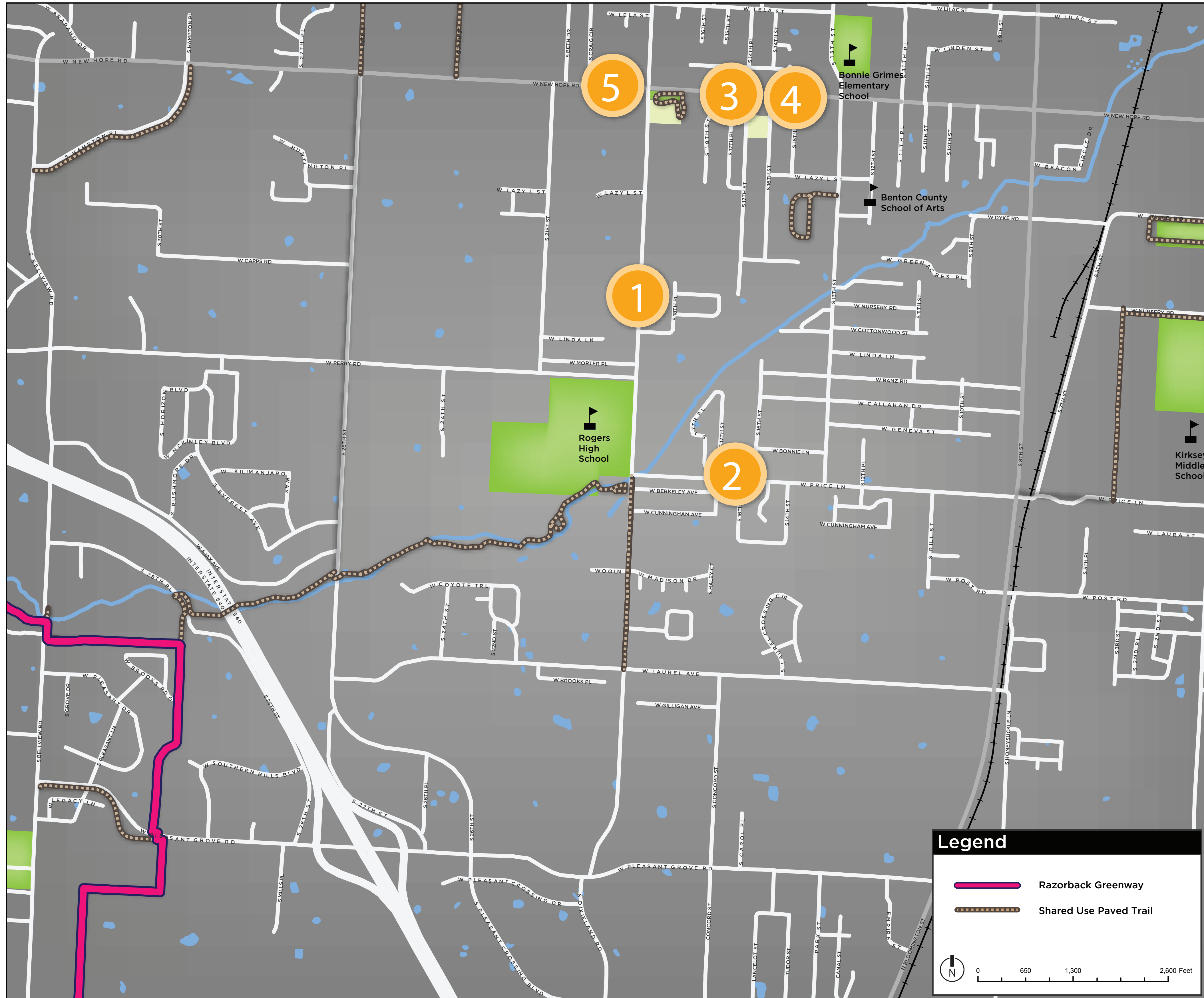


Issues

1

Many roads near schools in NWA, such as the collector roads leading to Rogers High School, lack any designated bike routes to connect with nearby neighborhoods.

2

Some areas near NWA schools, as seen in the older neighborhoods near Rogers High School, lack a complete sidewalk network. This discourages walking, and leaves those who do walk often sharing the road with motor vehicle traffic.

3

School-connecting roadways, like New Hope Road, often leave no buffer space between the sidewalk edge and the adjacent travel lane. The proximity of faster moving cars is not comfortable for walking.

4

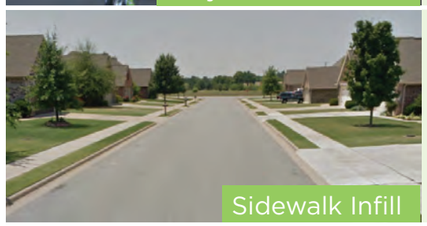
Many schools in NWA lack basic crossing facilities for pedestrians, such as crosswalks, curb ramps, and median islands.

5

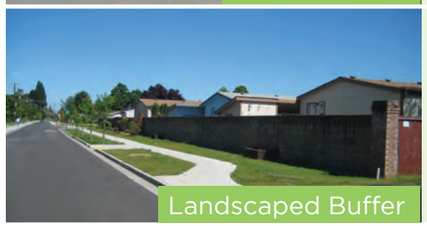
Major roadways in NWA, such as New Hope Road, present barriers for children walking and bicycling to school. Higher traffic volumes, higher speeds, and longer crossing distances all present challenges.

Potential Solutions

Bicycle Boulevards can be designated along low traffic, low speed streets with wayfinding signs, pavement markings, and traffic calming, making them ideal for both bicycle and pedestrian travel.



Filling in gaps in the sidewalk network keeps pedestrians from having to re-enter the roadway every time that the sidewalk disappears.



Landscaped buffers provide physical and visual separation between modes.

ADA-compliant curb ramps and crosswalks increase the accessibility of pedestrian facilities so that people of all abilities are able to comfortably and safely use the sidewalk and cross the street.

Active Warning Beacons only turn on when a pedestrian is waiting to cross. Flashing lights indicate to motorists that there is a pedestrian in the crosswalk and that they must stop for them.

Shared use paved trails are facilities solely for non-motorized traffic use. They are typically not adjacent to a roadway, but instead along their own right-of-way. These facilities are the most preferred facility type by walkers and bikers of all ages and abilities.

Sidepaths are often developed where there is not a high enough demand to warrant a full sidewalk with curb and gutter. They provide a space separate from the roadway for pedestrians to walk.

Street trees visually narrow the roadway for drivers, which helps reduce speeding. They also offer needed shade for NWA's pedestrians, filter water runoff, and have an aesthetic value that can enhance property values.

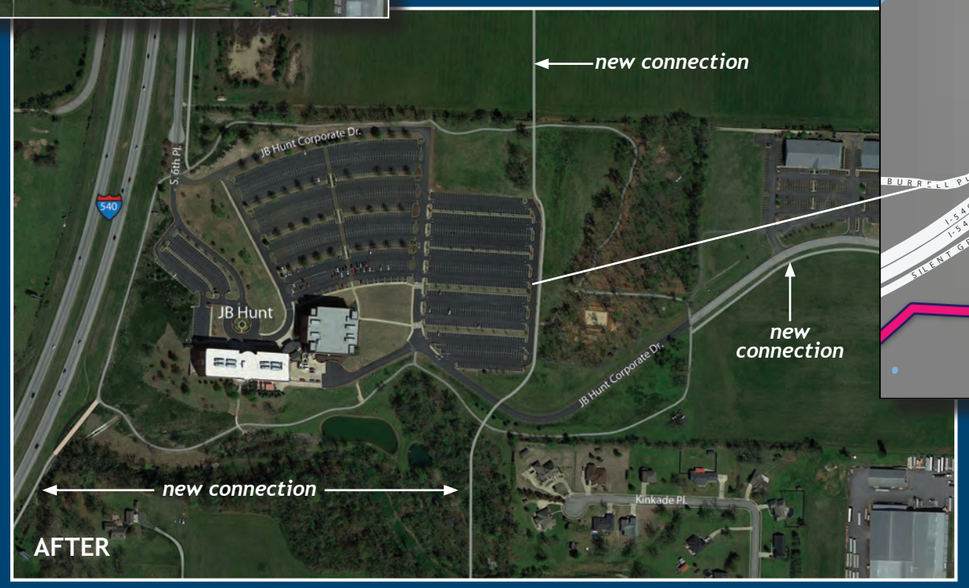
Curb extensions reduce the crossing distance and the time needed to cross. They also increase the visibility of pedestrians waiting to cross.

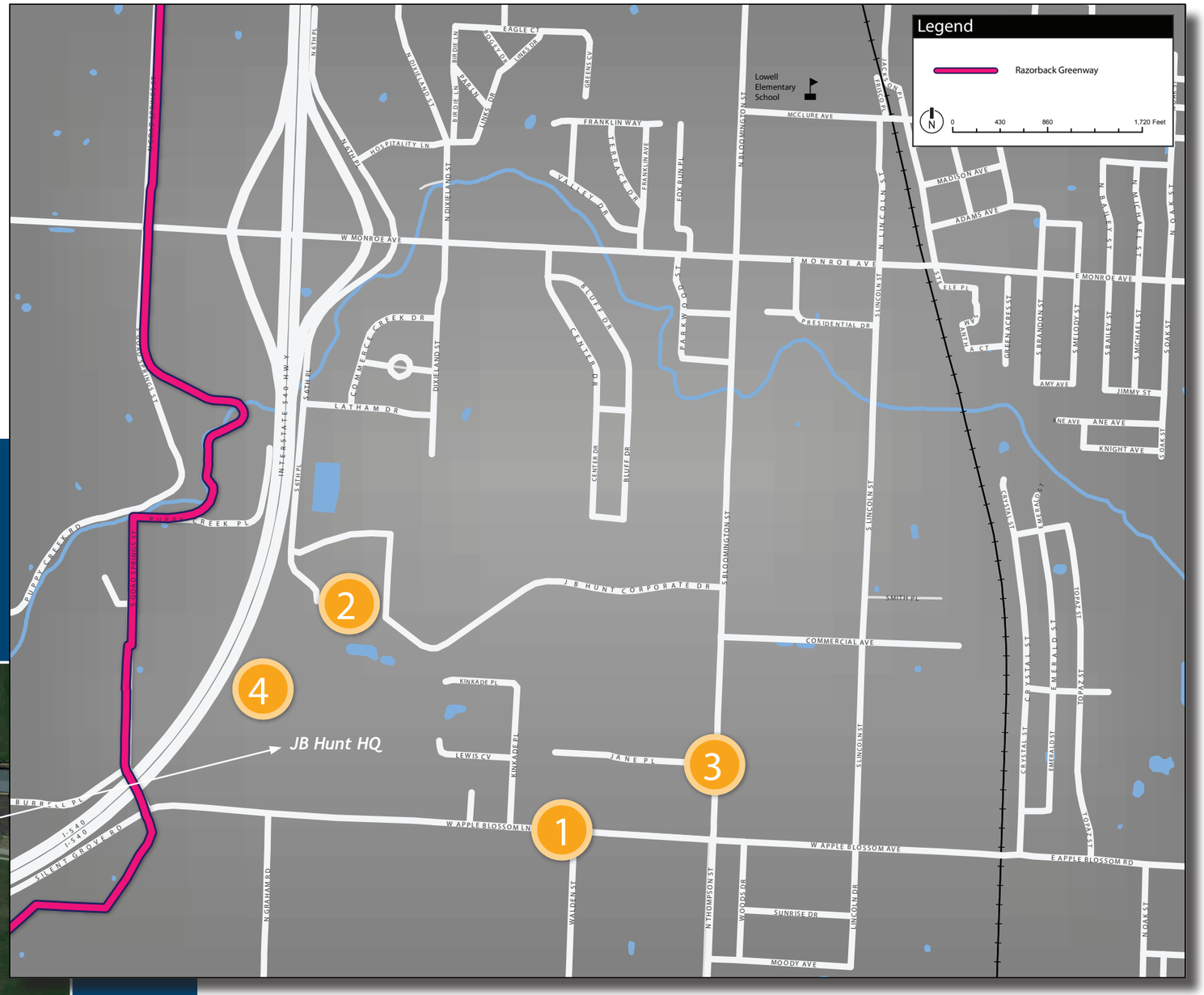
Median Refuge Islands give pedestrians a safe place to wait midway through the crossing. These medians may also be landscaped.

EMPLOYMENT SCENARIO

This scenario details improvements in the bicycle and pedestrian landscape around employment centers, using the J.B. Hunt campus headquarters as an example. While employment centers across NWA will include unique opportunities and challenges, they are often key destinations where high concentrations of traffic are found during morning and afternoon rush hour. Understanding how walking and biking can be strategically improved around J.B. Hunt campus headquarters will highlight similar opportunities and challenges across NWA.

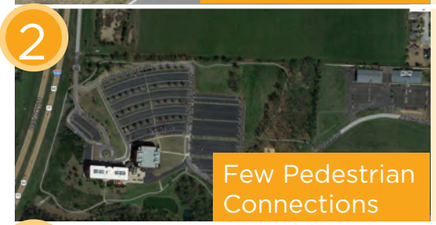
Example Improvement





Issues

Many roadways near employment areas in NWA, like Apple Blossom Road, lack designated bike routes to connect people from where they live to where they work.



Many employment areas in NWA lack safe walking routes to nearby neighborhoods. For example, the JB Hunt Headquarters includes an internal trail system, but is not connected to the surrounding area or Razorback Regional Greenway.

Major roadways near employment areas in NWA, such as US 71B, present barriers for walking and bicycling to work. Higher traffic volumes, higher speeds, and longer crossing distances all present challenges.

Many employment areas in NWA lack basic crossing facilities for pedestrians, such as crosswalks, curb ramps, and median islands.

Potential Solutions

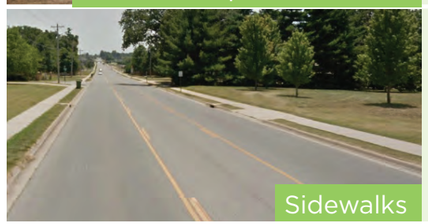
Buffered Bike Lanes and Cycle Tracks increase the level of physical separation between bicyclists and motorists, significantly increasing bicyclists' comfort.

Sidepaths are often developed where there is not a high enough demand to warrant a full sidewalk with curb and gutter. They provide a space separate from the roadway for pedestrians to walk.

"Road Diets" involve reducing the number or width of lanes to provide space for more modes of travel, such as bicycling. This treatment is one of the simplest ways to accommodate bicyclists on roadways with excess capacity.

ADA-compliant curb ramps and crosswalks allow people of all abilities to comfortably and safely access and use the sidewalk and cross the street at intersections.

Shared use paved trails are facilities solely for non-motorized traffic use. They are typically not adjacent to a roadway, but instead along their own right-of-way. These facilities are the most preferred facility type by walkers and bikers of all ages and abilities.



Sidewalks are grade-separated from the adjacent roadway with a curb and gutter to provide pedestrians with a safer, more comfortable place to walk.

Active Warning Beacons are pedestrian actuated, meaning that they only turn on when a pedestrian is waiting to cross. Flashing lights indicate to motorists that their is a pedestrian in the crosswalk and that they must stop for them.

Median Refuge Islands give pedestrians a safe place to wait midway through the crossing and cross one direction of traffic at a time. These medians may also be landscaped.

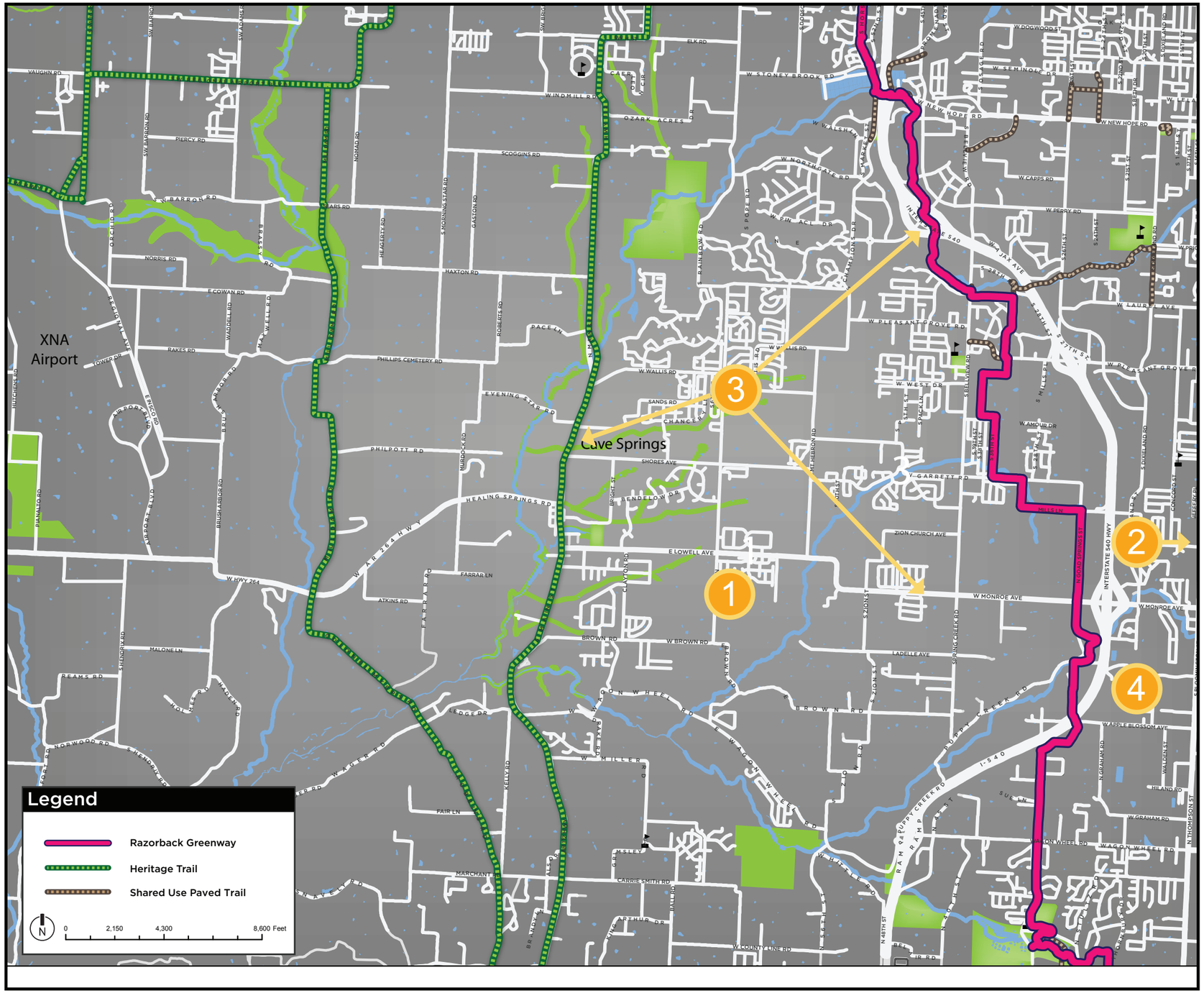
URBAN TO RURAL TRANSITION SCENARIO

This scenario details improvements in the bicycle and pedestrian landscape in the urban/suburban/rural interface (urban to rural transition), using the area between the urban NWA corridor and XNA Airport as an example. While such interfaces require different considerations within each component, linking each piece will provide for thorough connectivity across NWA communities and destinations. Understanding how walking and biking can be strategically improved in between the urban NWA corridor and XNA Airport will highlight similar opportunities and challenges across urban to rural transitions of NWA.

Example Improvement

BEFORE

AFTER

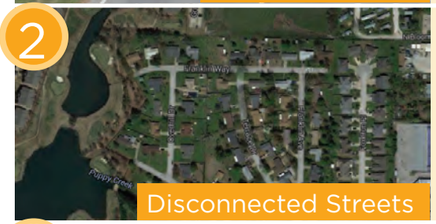


Issues

1

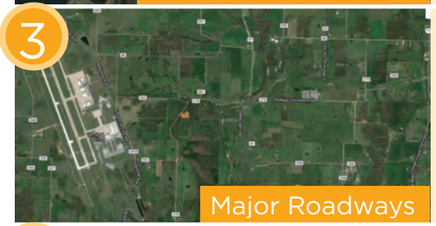
Roadways in the NWA region, such as Monroe Avenue, lack designated bike routes connecting people between rural and urban areas.

2



Poor street connectivity NWA reduces opportunities for walking and bicycling, especially across long distances where roadways do not connect. Simple links between cul-de-sacs and dead end roads can greatly enhance connectivity.

3



Major roadways in NWA present barriers to walking and bicycling activity due to higher traffic volumes, higher speeds, and longer crossing distances. AR 264, AR 112, and I-49 present challenges to walking and biking between Lowell and XNA.

4

Major roadways in NWA often lack basic crossing facilities for pedestrians, such as the intersection of the AR 264 and US 71B.

Potential Solutions

Designated Bike Routes use signs to help direct bicyclists on the best possible routes for them to take. These signs can be combined with other kinds of bike facilities, such as bike lanes or bicycle boulevards.

Shared use paved trails are facilities solely for non-motorized traffic use. They are typically not adjacent to a roadway, but instead along their own right-of-way. These facilities are the most preferred facility type by walkers and bikers of all ages and abilities.

Connector Trails improve access for walking and bicycling where there is limited roadway connectivity. For example, a connector trail might link the ends of two cul-de-sacs together to allow a more direct route for people walking or biking.

"Road Diets" involve reducing the number or width of lanes to provide space for more modes of travel, such as bicycling. This treatment is one of the simplest ways to accommodate bicyclists on roadways with excess capacity.

Active Warning Beacons only turn on when a pedestrian is waiting to cross. Flashing lights indicate to motorists that there is a pedestrian in the crosswalk and that they must stop for them.

ADA-compliant curb ramps and crosswalks allow people of all abilities to comfortably and safely access the sidewalk and cross the street.

Median Refuge Islands give pedestrians a safe place to wait midway through the crossing. These medians may also be landscaped.

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5 IMPLEMENTATION

Chapter Contents:

OVERVIEW

This chapter provides guidance for implementing key recommendations of this Plan. Specifically, the chapter includes a Bike/Walk Friendly Community assessment (with recommendations), project evaluation criteria methodology, catalyst projects, and implementation/funding plan.

WALK/BIKE FRIENDLY REGIONAL ACTION PLAN

A Bike/Walk Friendly Community Self-Evaluation Survey was distributed to the 25 communities in NWA with a population of 1,000 or greater. This assessment was based on the Bike Friendly Community and Walk Friendly Community application process. The walk/bike audit is just a start, and is used here as a baseline for community progress. Recognition and winning the awards are less important than getting projects, programs, and policies moving. Once a community has created this foundation, it can submit a formal award application as it improves from bronze to silver, gold and beyond.

Table 5.1 on the following pages provides a summary of the Bike/Walk Friendly Community Self-Evaluation Survey results and illustrates the % of cities that report having supporting projects, programs, and policies in each category. The final column of the table cross-references the recommendations in this Plan that will help the region and its communities develop a comprehensive approach to supporting walking and bicycling. Additional detail of existing practices across the region in each category is provided in Appendix I.

Table 5.1 -Bike/Walk Friendly Community Self-Evaluation Survey Results and Cross-Reference to Plan Recommendations

Question	Cities (Yes)	Cities (No)	Regional Level	Recommendation
Engineering				
1.1 Does your community have a complete streets policy or other policy that requires the accommodation of pedestrians and cyclists in all new road construction and reconstruction projects?	2	20		Complete Streets Policy (Chapter 3)
	9%	91%		
1.2 Does your community have guidelines for pedestrian and bicycle facility design or provide regular training to engineers and planners regarding pedestrian and bicycle facility design?	3	19	✔	Regional Design Guidelines (Appendix A) and Non-Motorized Transportation Training for Engineers and Planners (Chapter 3)
	14%	86%		

Table 5.1 -Bike/Walk Friendly Community Self-Evaluation Survey Results and Cross-Reference to Plan Recommendations

Question	Cities (Yes)	Cities (No)	Regional Level	Recommendation
1.3 Does your community have a comprehensive, connected and well-maintained bicycling network?	4	18		Regional and Individual Community Plans (Chapter 6)
	18%	82%		
1.4 Do you have a connected network of sidewalks, trails, and/or paths in the city?	5	17		Regional and Individual Community Plans (Chapter 6)
	23%	77%		
1.5 Does your community have a sidewalk condition and curb ramp inventory process?	2	20		Standardized Regional GIS Portal (Chapter 3)
	9%	91%		
1.6 Is bike parking readily available throughout the community?	3	19		Bicycle Parking (Chapter 3)
	14%	86%		
1.7 Are all bridges accessible to pedestrians and bicyclists?	7	14		Inventory bridges and maintain data on bike and pedestrian access as part of Standardized Regional GIS Portal (Chapter 3)
	33%	67%		
1.8 Are crosswalks provided at all street intersections and at areas with high demand for pedestrian traffic?	6	15		Monitor this information as part of the Standardized Regional GIS Portal (Chapter 3)
	29%	71%		
1.9 Are accommodations for persons with disabilities, such as curb ramps or audible signals, provided in your community?	12	9	✔	Implementation of ADA Transition Plans (Chapter 3)
	57%	43%		
1.10 Does the City employ traffic calming measures to slow motor vehicle traffic on city streets (such as road diets, ≤20 mph speed limits, speed tables, etc.)?	6	13	Regional guidance in this Plan	Regional Design Guidelines (Appendix A)
	32%	68%		
1.11 Does the City have a bike share program? How many stations, bikes and trips per year? *(Note: Bike share is a relatively new question in the Bike Friendly Community Assessment and was not included in the self-assessment sent to NWA communities.)*	2	20		Monitor development of bike share technology and consider bike share to serve cities as well as university or business campuses.
	10%	90%		
EDUCATION & ENCOURAGEMENT				
2.1 Has your community implemented Safe Routes to School (STRS) programs in any of the local schools within the last 18 months? Does it include both bicycle and pedestrian education?	5	16	Regional role suggested in this Plan	Safe Routes to School (Chapter 3)
	24%	76%		

Table 5.1 -Bike/Walk Friendly Community Self-Evaluation Survey Results and Cross-Reference to Plan Recommendations (continued)

Question	Cities (Yes)	Cities (No)	Regional Level	Recommendation
2.2 Are there bicycling education courses available for adults in the community?	2	19	Some cities and bicycle groups	LCI Instructor Training (Chapter 3) and League Certified Bicycling Skills Classes (Chapter 3)
	10%	90%		
2.3 Does your community educate motorists, pedestrians and cyclists on their rights and responsibilities as road users (e.g., as part of drivers education curriculum, test manual, or bus driver training)?	2	18		Road Users Rights and Responsibilities (Chapter 3)
	10%	90%		
2.4 Does your community have an up-to-date bicycle map?	3	18		Regional Walking, Bicycling and Trails Maps (Chapter 3)
	14%	86%		
2.5 Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?	2	19	Regional coordination suggested	Bike and Walk Month (Chapter 3)
	10%	90%		
2.6 Is there an active bicycle or pedestrian advocacy group in the community?	4	17	✔	Active Transportation Committee (Chapter 3)
	19%	81%		
2.7 Has your community implemented any education and training programs related to pedestrian education, safety, or design for city staff?	1	20		Non-Motorized Transportation Training for Engineers and Planners (Chapter 3)
	5%	95%		
2.8 Does your community promote the health and environmental benefits of walking?	8	13	Foundations and Northwest Arkansas Council	Regional Biking, Walking, and Trails Website (Chapter 3)
	38%	62%		
2.9 Does your community offer walking route maps, guides, or tours for residents and visitors?	4	17	✔	Regional Walking, Bicycling and Trails Maps (Chapter 3)
	19%	81%		
2.10 Does your community host any events that promote walking (such as car-free streets)?	5	16	Regional coordination suggested	Walking Promotion Activities (Chapter 3)
	24%	76%		
ENFORCEMENT				
3.1 Does your community have Traffic Safety officers that are trained in traffic law as it applies to pedestrians and bicyclists?	13	8	Regional coordination suggested	Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement (Chapter 3)
	62%	38%		

Table 5.1 -Bike/Walk Friendly Community Self-Evaluation Survey Results and Cross-Reference to Plan Recommendations (continued)

Question	Cities (Yes)	Cities (No)	Regional Level	Recommendation
3.2 Does your community have law enforcement or other public safety officers on bikes?	6	15		Bike and Foot Patrol Units (Chapter 3)
	29%	71%		
3.3 Do local ordinances treat bicyclists equitably?	7	10		Complete Streets Policy (Chapter 3), Bicycle Parking (Chapter 3)
	41%	59%		
3.4 Does your community use targeted enforcement programs to promote pedestrian safety in crosswalks (such as a "crosswalk sting", media campaign regarding pedestrian-related laws, progressive ticketing, etc.)	1	19		Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement (Chapter 3)
	5%	95%		
3.5 Does your community have a systematic strategy for selecting locations and countermeasures for traffic and pedestrian safety?	2	19		Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement (Chapter 3)
	10%	90%		
3.6 Do police work regularly with traffic engineers and planners to review sites in need of safety?	5	16		Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement (Chapter 3)
	24%	76%		
EVALUATION & PLANNING				
4.1 Is there a Bicycle Advisory Committee or Pedestrian Advisory Committee that meets regularly?	2	19	✔	Active Transportation Committee (Chapter 3)
	10%	90%		
4.2 Is there a specific plan or program to reduce cyclist/motor vehicle crashes?	0	21		Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement (Chapter 3)
	0%	100%		
4.3 Does your community have an ongoing pedestrian/bicycle counting and/or survey program that allows for long-term benchmark analysis of walking and bicycling mode share?	3	18	✔	Regional Bicycle, Pedestrian, and Trail Count Program (Chapter 3)
	14%	86%	Part of TIGER grant	

Table 5.1 -Bike/Walk Friendly Community Self-Evaluation Survey Results and Cross-Reference to Plan Recommendations (continued)

Question	Cities (Yes)	Cities (No)	Regional Level	Recommendation
4.4 Does your community collect data related to pedestrian/bicycle-vehicle crashes, traffic volumes and motor vehicle speeds on existing or future corridor improvement projects?	6	15		Complete Streets Policy (Chapter 3), Regional Walking, Bicycling and Trails Report Card (Chapter 3)
	29%	71%		
4.5 Does your community have a pedestrian master plan or pedestrian safety action plan?	3	18		Regional and Individual Community Plans (Chapter 6)
	14%	86%		
4.6 Does your community have a bicycle master plan?	3	18	✔	Regional and Individual Community Plans (Chapter 6)
	14%	86%		
4.7 Has your community adopted an ADA Transition Plan for the public right of way?	1	18		ADA Transition Plans (Chapter 3)
	5%	95%		
4.8 Does your community have a policy requiring sidewalks on both sides of arterial streets?	7	14		Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings (Chapter 3), Sidewalk Requirements on Arterial and Collector Streets (Chapter 3)
	33%	67%		
4.9 Has your community established a connectivity policy, pedestrian-friendly block length standards and connectivity standards for new developments, or convenient pedestrian access requirements?	5	16		Transportation Planning and Land Use Planning Considerations (Chapter 3), Walkability Policies (Chapter 3)
	24%	76%		
4.10 Does your community have a trails plan?	9	12	✔	Regional and Individual Community Plans (Chapter 6)
	43%	57%		
4.11 Do you have a Pedestrian Coordinator or staff person responsible for pedestrian-related issues?	1	18		Evaluate Need for Regional Bicycle, Pedestrian and Trails Staff (Chapter 3)
	5%	95%		
4.12 Does your community have a bicycle program manager?	1	19		Evaluate Need for Regional Bicycle, Pedestrian and Trails Staff (Chapter 3)
	5%	95%		
4.13 Is your community served by public transportation?	4	17	✔	Integrate walking and bicycling as transit services evolve in the future
	19%	81%		

EVALUATION CRITERIA

Project evaluation is an important part in planning a pedestrian and bicycle network because it identifies which projects will have the greatest overall benefits in terms of safety, accessibility and connectivity improvements. The prioritization process began by making a list of all the roadways in NWA for which bicycle and/or pedestrian recommendations were made. The roadways were then broken down into hundreds of segments at logical points, such as major intersections. Most segments are between one-half mile and two miles long. The project steering committee were presented with a list of draft evaluation criteria and were asked to rank each in terms of importance on a scale of 1-5. The resulting 'weighted' criteria are presented in Table 5.2 below. The criteria weights were applied to the overall, recommended regional network. This contributed, in part, to the selection of the Catalyst Projects described in the following section.

Table 5.2 - Project Evaluation Criteria and Weights

Evaluation Criteria	Weight
Provides connections to the Razorback Regional Greenway	4.5
Provides access to a public school or university	4.5
Provides connections to a regional park, tourism, or recreation area	4.4
Enhances local capacity to support walking/biking	4.2
Provides connections between two or more communities	4.1
Promotes safety and mobility through the education system and/or community programming	4.1
Improves safety in areas with reported bicycle/pedestrian crashes	4.0
Provides access to a major employment center	3.9
Provides mobility for a downtown or main street	3.8
Provides mobility for higher density residential areas	3.8
Provides access to a regional shopping center	3.5
Serves low income areas	3.5
Project located in the top 1-10 "most in need of improvement" areas from online survey	3.5

CATALYST PROJECTS

This section identifies 20 'catalyst' projects and programs that will enhance opportunities for walking and biking in a variety of contexts in the NWA region. As the name suggests, these projects are intended to showcase the benefits of investing in walking and bicycling facilities and catalyze momentum for additional investments in the future.

Catalyst Project Summary Table

Planning-level cost opinions for the catalyst projects are provided in Table 5.3.

Construction costs are based on the average per-mile cost of built projects:

- » Paved Shared-Use Path/Sidepaths (10-12') $481,000/mile
- » Bike Lanes/Buffered Bike Lanes $133,170/mile
- » Signed Bike Route/Sharrows/Shared Roadways $25,070/mile
- » Unpaved Shared-Use Path/Natural Surface Trail $121,000/mile
- » Cycle Tracks $909,000/mile
- » Sidewalks (concrete paved) $168,960/mile

The source for the above costs is the 2013 report, '*Costs for Pedestrian and Bicyclist Infrastructure Improvements*' by the UNC Highway Safety Research Center (HSRC), prepared for the Federal Highway Administration. The cycle track cost is the actual built cost of the Hampline Cycle Track in Memphis, TN (2014).

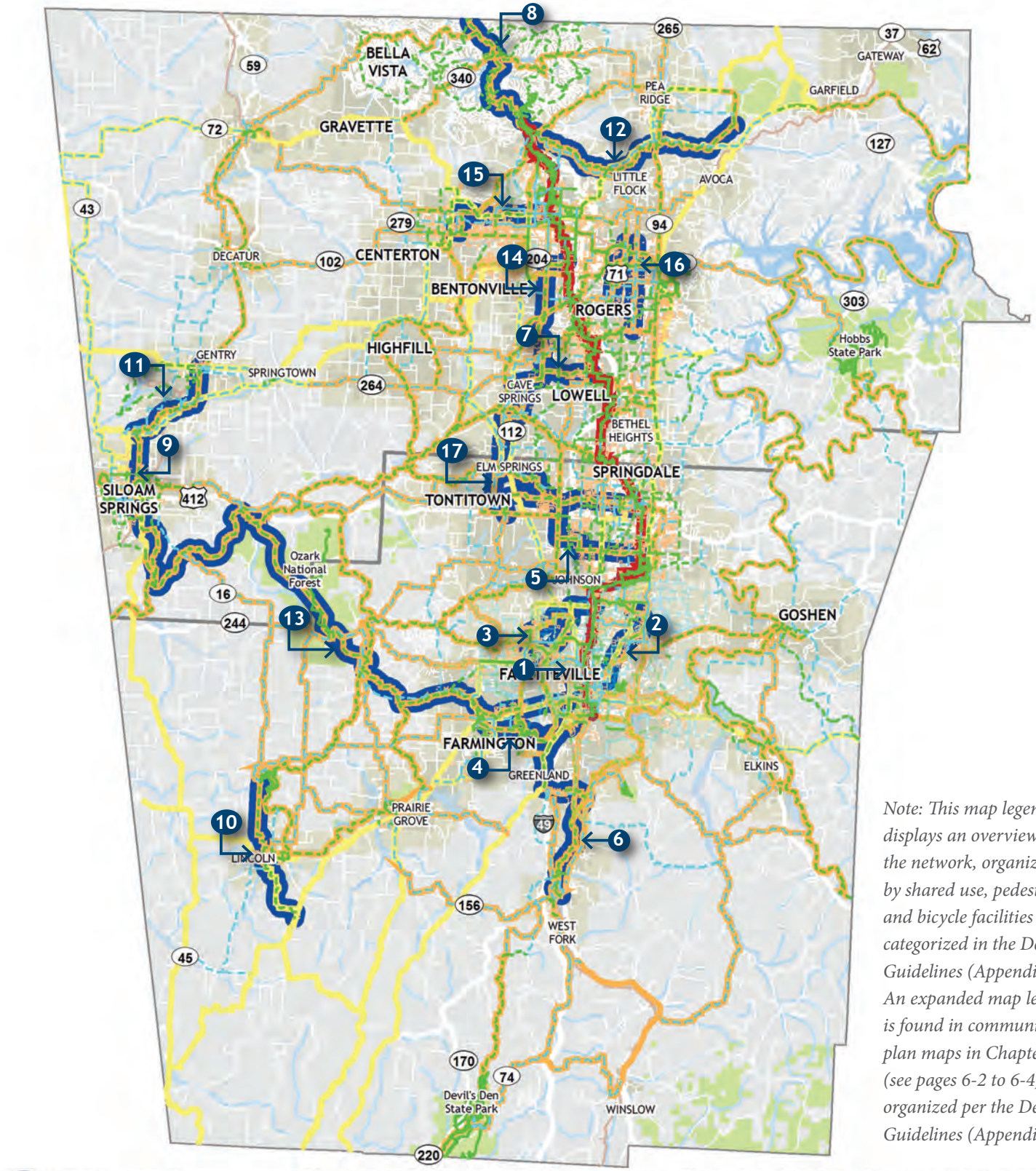
Planning, design, engineering, and contingency costs are all listed as percentages of total construction, as noted in each of those columns.

Potential ROW needs are based on the type of infrastructure improvement that is recommended. Improvements entirely within the existing roadway ROW, such as shared-lane markings or roadway restripe projects, are not calculated as needed ROW; improvements such as new sidepaths or new shoulders that are outside of the existing roadway ROW are counted here as potential needed ROW. Specific land acquisition costs are not listed in association with these ROW distances since they vary for multiple reasons. They vary not only due to the difference in cost of land in different locations, but also due to different ways in which public right-of-way (ROW) is secured (ranging from purchase to negotiated easements).

Operations and maintenance costs are listed per year/per mile for shared use trails, sidepaths, and natural surface trails at $1,500/year/mile (source: The Rails-to-Trails Conservancy's 2005 report, *'Rail-Trail Maintenance & Operation: A Survey of 100 Rail Trails*). For planning purposes, maintenance of on-street facilities (sidewalks, shoulders, bike lanes, crossings, etc.) are considered as routine costs that will be integrated into municipal budgets.

A one page project description sheet and map for each catalyst project is provided on the pages that follow the summary table. The criteria for selecting the catalyst projects were described in the previous section.

MAP 5.0 CATALYST PROJECTS



Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines (Appendix A).

Catalyst Project
Regional Network
Razorback Regional Greenway
Heritage Trail

Proposed Shared Use Facility
Existing Shared Use Facility
Proposed Bicycle Facility
Existing Bicycle Facility
Proposed Pedestrian Facility
Existing Pedestrian Facility

0 2.5 5 Miles

Table 5.3 – Catalyst Project Summary

Cut-Sheet ID	Catalyst Projects	From	To	Jurisdiction(s)	Project Distance (Miles)	Potential Right-of-Way Acquisition Needed (Miles)	Operations & Maintenance Cost/Year	Per-Mile Planning-Level Cost by Facility Type	Construction Cost Opinion	Planning/Design /Engineering (20% of Construction)	Contingency (15% of Construction)	Total Planning-Level Cost Opinion
1A	University of Arkansas Loop - (Cycle Track - Maple Street)	Razorback Greenway	Garland Avenue	Fayetteville, U of A	0.60	0.60	n/a	$909,000	$ 545,400	$ 109,080	$ 81,810	$ 736,290
1B	University of Arkansas Loop - (Shared Use Path - Oak Ridge Trail Extension)	Western terminus of existing trail	Maple Street	Fayetteville, U of A	0.80	0.80	n/a	$481,000	$ 384,800	$ 76,960	$ 57,720	$ 519,480
				cutsheet subtotal	*1.40*	*1.4*						**$ 1,255,770**
2A	Northeast Fayetteville Loop - (Separated Bikeway - Mission Boulevard)	Lafeyette Street	E Jackson Street	Fayetteville	0.50	0.50	$ 750	$133,170	$ 66,585	$ 13,317	$ 9,988	$ 89,890
2B	Northeast Fayetteville Loop - (Sidepath - Mission Boulevard)	E Jackson Street	Niokaska Creek Trail	Fayetteville	1.60	1.60	$ 2,400	$481,001	$ 769,602	$ 153,920	$ 115,440	$ 1,038,962
2C	Northeast Fayetteville Loop - (Shared Use Path - Niokaska Creek)	Old Wire Road	Mud Creek Trail	Fayetteville	2.10	2.10	$ 3,150	$481,002	$ 1,010,104	$ 202,021	$ 151,516	$ 1,363,641
				cutsheet subtotal	*4.20*	*4.2*						**$ 2,492,493**
3	Northwest Fayetteville Loop (Shared Use Path Clabber Creek, Hamestring Creek, and Shiloh trails)	Razorback Greenway	Asbell Bikeway	Fayetteville	6.50	6.50	$ 9,750	$481,000	$ 3,126,500	$ 625,300	$ 468,975	**$ 4,220,775**
4A	Fayetteville to Farmington Loop (Shared Use Path)	Town Branch	Cato Springs Road/Regional Park Entrance	Fayetteville	1.80	1.80	$ 2,700	$481,000	$ 865,800	$ 173,160	$ 129,870	$ 1,168,830
4B	Fayetteville to Farmington Loop (Shared Use Path)	Regional Park entrance	Mt Kessler Trails	Fayetteville	2.25	0.00	$ 3,375	$481,000	$ 1,082,250	$ 216,450	$ 162,338	$ 1,461,038
4C	Fayetteville to Farmington Loop (Natural Surface Trail)	Mt Kessler	Wolfdale Road	Fayetteville	0.26	0.26	$ 390	$121,000	$ 31,460	$ 6,292	$ 4,719	$ 42,471
4D	Fayetteville to Farmington Loop (Sidepath - Wolfdale Road)	Mt Kessler/Wolfdale Road	Rainsong Street	Farmington	1.00	1.00	$ 1,500	$481,000	$ 481,000	$ 96,200	$ 72,150	$ 649,350
4E	Fayetteville to Farmington Loop (Sidepath - South Hunter Street)	Wolfdale Road	Rainsong Street	Farmington	0.06	0.06	$ 90	$481,000	$ 28,860	$ 5,772	$ 4,329	$ 38,961
4F	Fayetteville to Farmington Loop (Separated Bikeway - Rainsong Street))	South Hunter Street	Farmington Branch Tributary	Farmington	0.27	0.00	n/a	$133,170	$ 35,956	$ 7,191	$ 5,393	$ 48,540
4G	Fayetteville to Farmington Loop (Shared Use Path - Farmington Branch Tributary)	Rainsong Street	Farmington Branch	Farmington	0.95	0.95	$ 1,425	$481,000	$ 456,950	$ 91,390	$ 68,543	$ 616,883
4H	Fayetteville to Farmington Loop (Shared Use Path - Farmington Branch)	Farmington Branch Tributary	Old Farmington Branch Road	Farmington/Fayetteville	2.10	2.10	$ 3,150	$481,000	$ 1,010,100	$ 202,020	$ 151,515	$ 1,363,635
4I	Fayetteville to Farmington Loop (Sidepath - US 62, South Futrall Drive to Tsa-La-Gi Trail and the Razorback Greenway)	Farmington Branch link	Tsa-La-GI	Fayetteville	2.30	2.30	$ 3,450	$481,000	$ 1,106,300	$ 221,260	$ 165,945	$ 1,493,505
				cutsheet subtotal	*10.99*	*8.5*						**$ 6,883,212**
5A	West Springdale Loop (Shared Use Path - rail with trail link)	Maple Avenue	Razorback Greenway	Springdale	0.08	0.08	$ 120	$481,000	$ 38,480	$ 7,696	$ 5,772	$ 51,948
5B	West Springdale Loop (Cycle Track - Maple Avenue)	Holcomb Street	Thompson Street	Springdale	0.41	0.41	n/a	$909,000	$ 372,690	$ 74,538	$ 55,904	$ 503,132
5C	West Springdale Loop (Sidepath - Maple Avenue & Pleasant Street)	Thompson Street	West Emma Avenue	Springdale	0.50	0.07	$ 750	$481,000	$ 240,500	$ 48,100	$ 36,075	$ 324,675
5D	West Springdale Loop (Bike Route - W. Emma Avenue)	Pleasant Street	Gutensohn Road	Springdale	1.03	0.00	n/a	$25,070	$ 25,822	$ 5,164	$ 3,873	$ 34,860
5E	West Springdale Loop (Sidewalk - W. Emma Avenue)	Pleasant Street	Gutensohn Road	Springdale	0.65	0.65	n/a	$168,960	$ 109,824	$ 21,965	$ 16,474	$ 148,262
5F	West Springdale Loop (Shared Use Path)	W. Emma Avenue	56th Street	Springdale	2.20	2.20	$ 3,300	$481,000	$ 1,058,200	$ 211,640	$ 158,730	$ 1,428,570
5G	West Springdale Loop (Sidepath - 56th Street)	Shared Use Path link	Arvest Ballpark	Springdale	1.60	1.60	$ 2,400	$481,000	$ 769,600	$ 153,920	$ 115,440	$ 1,038,960
5H	West Springdale Loop (Sidepath - Watkins Avenue & South 40th Street)	56th Street	Don Tyson Parkway	Springdale	1.50	1.00	$ 2,250	$481,000	$ 721,500	$ 144,300	$ 108,225	$ 974,025
5I	West Springdale Loop (Sidepath - Don Tyson Parkway)	40th Street	Razorback Greenway	Springdale	2.80	2.80	$ 4,200	$481,000	$ 1,346,800	$ 269,360	$ 202,020	$ 1,818,180
				cutsheet subtotal	*10.12*	*8.8*						**$ 6,322,612**
6A	Fayetteville to West Fork (Sidepath - Cato Springs Road)	Regional Park entrance	Wilson Street	Fayetteville/Greenland	2.57	2.57	$ 3,855	$481,000	$ 1,236,170	$ 247,234	$ 185,426	$ 1,668,830
6B	Fayetteville to West Fork (Bike Route - Wilson Street)	Cato Springs Road	Letitia Avenue	Greenland	1.00	0.00	n/a	$25,070	$ 25,070	$ 5,014	$ 3,761	$ 33,845
6C	Fayetteville to West Fork (Sidewalk - Wilson Street)	Cato Springs Road	Letitia Avenue	Greenland	1.00	1.00	$ 1,500	$168,960	$ 168,960	$ 33,792	$ 25,344	$ 228,096
6D	Fayetteville to West Fork (Sidepath/SUPT south of creek)	Letitia Avenue/Wilson St	East border of park property	Greenland	0.50	0.20	$ 750	$481,000	$ 240,500	$ 48,100	$ 36,075	$ 324,675
6E	Fayetteville to West Fork (Shared Use Path - North side of Creek to Sandy Avenue)	Park	Sandy Avenue	Greenland	0.40	0.40	$ 600	$481,000	$ 192,400	$ 38,480	$ 28,860	$ 259,740
6F	Fayetteville to West Fork (Shared Use Path - WF White River)	Sandy Avenue	Riverside Park	Greenland/West Fork/Washington Co.	6.20	6.20	$ 9,300	$481,000	$ 2,982,200	$ 596,440	$ 447,330	$ 4,025,970
				cutsheet subtotal	*11.67*	*10.4*						**$ 6,541,155**
7A	Watershed Sanctuary link (Shared Use Path)	Watershed Sanctuary	Rainbow Road	Cave Springs	1.40	1.40	$ 2,100	$481,000	$ 673,400	$ 134,680	$ 101,010	$ 909,090

Table 5.3 - Catalyst Project Summary (Continued)

Cut-Sheet ID	Catalyst Projects	From	To	Jurisdiction(s)	Project Distance (Miles)	Potential Right-of-Way Acquisition Needed (Miles)	Operations & Maintenance Cost/Year	Per-Mile Planning-Level Cost by Facility Type	Construction Cost Opinion	Planning/Design /Engineering (20% of Construction)	Contingency (15% of Construction)	Total Planning-Level Cost Opinion
7B	Watershed Sanctuary link (Sidepath - Rainbow Road, Shores Avenue, Mt. Hebron Street, Cross Creek Boulevard)	Rainbow Road	Existing sidepath on Cross Creek Boulevard	Cave Springs/Springdale	1.70	1.70	$ 2,550	$481,000	$ 817,700	$ 163,540	$ 122,655	$ 1,103,895
7C	Watershed Sanctuary link (Sidepath - Cross Creek Boulevard)	Existing sidepath on Cross Creek Blvd	Razorback Greenway	Springdale	0.75	0.75	$ 1,125	$481,000	$ 360,750	$ 72,150	$ 54,113	$ 487,013
				cutsheet subtotal	*3.85*	*3.9*						**$ 2,499,998**
8A	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - Veterans Parkway, Dartmoor Road, & Mercy Way)	Razorback Greenway	Sugar Creek	Bella Vista/Bentonville	0.70	0.00	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
8B	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Path)Mercy Way	Mercy Way	US 71	Bella Vista	0.40	0.40	$ 600	$481,000	$ 192,400	$ 38,480	$ 28,860	$ 259,740
8C	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - US 71 & Riordan Road)	US 71/Oldham Road intersection	Riordan Road (south of Kenton Lane)	Bella Vista	0.70	0.00	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
8D	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Path)	Riordan Road (south of Kenton Lane)	Chelsea Road (north of Chelsea Lane	Bella Vista	1.75	0.00	$ 2,625	$481,000	$ 841,750	$ 168,350	$ 126,263	$ 1,136,363
8E	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - Riordan Road)	Chelsea Road (north of Chelsea Lane)	Chelsea Road (north of Fenchurch Drive)	Bella Vista	1.32	0.00	$ 1,980	$481,000	$ 634,920	$ 126,984	$ 95,238	$ 857,142
8F	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Path)	Chelsea Road (north of Fenchurch Dr)	AR 340	Bella Vista	0.95	0.00	$ 1,425	$481,000	$ 456,950	$ 91,390	$ 68,543	$ 616,883
8G	Option 1 - Lake Bella Vista to Missouri Border (Sidepath - Dogwood Drive)	AR 340	Golf course bridge	Bella Vista	0.80	0.00	$ 1,200	$481,000	$ 384,800	$ 76,960	$ 57,720	$ 519,480
8H	Option 1 - Lake Bella Vista to Missouri Border (Shared Use Path)	Golf course bridge	Missouri border	Bella Vista	1.50	0.00	$ 2,250	$481,000	$ 721,500	$ 144,300	$ 108,225	$ 974,025
8I	Option 2 - Lake Bella Vista to Missouri Border (Shared Use Path & Sidepath)	Through Golf Course)	(Through Golf Course)	Bella Vista	*	*		$481,000	*	*	*	*
				cutsheet subtotal	*8.12*	*0.4*			*0*	*0*	*0*	**$ 5,272,722**
9A	Siloam Springs Lake to Kayak Park (Sidepath - Hico Street)	Siloam Springs Lake	Dogwood Springs Trail	Siloam Springs	2.20	2.20	$ 3,300	$481,000	$ 1,058,200	$ 211,640	$ 158,730	$ 1,428,570
9B	Siloam Springs Lake to Kayak Park (Bike Lanes - Washington Street)	Dogwood Springs Trail	Kenwood Road	Siloam Springs	0.72	0.72	$ 1,080	$133,170	$ 95,882	$ 19,176	$ 14,382	$ 129,441
9C	Siloam Springs Lake to Kayak Park (Sidepath - Kenwood Road)	Washington Street	Railroad tracks	Siloam Springs	0.12	0.12	$ 180	$481,000	$ 57,720	$ 11,544	$ 8,658	$ 77,922
9D	Siloam Springs Lake to Kayak Park (Shared Use Path/Sidepath options)	Kenwood Road	Lake Francis Road	Siloam Springs	0.52	0.52	$ 780	$481,000	$ 250,120	$ 50,024	$ 37,518	$ 337,662
9E	Siloam Springs Lake to Kayak Park (Sidepath - Lake Francis Drive & AR 59)	Railroad Tracks	Utility substation (near Country Lane)	Siloam Springs	0.70	0.70	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
9F	Siloam Springs Lake to Kayak Park (Natural Surface Trail)	AR 59	Kayak Park	Siloam Springs	3.40	0.52	$ 5,100	$121,000	$ 411,400	$ 82,280	$ 61,710	$ 555,390
				cutsheet subtotal	*7.66*	*4.8*						**$ 2,983,530**
10A	Lincoln Lake to Cane Hill (Natural Surface Trail - Jackson Highway)	Lincoln Lake	Main Avenue	Lincoln	2.85	2.85	$ 4,275	$121,000	$ 344,850	$ 68,970	$ 51,728	$ 465,548
10B	Lincoln Lake to Cane Hill (Sidepath - Main Avenue)	Holt Road	Downtown Square	Lincoln	0.76	0.76	$ 1,140	$481,000	$ 365,560	$ 73,112	$ 54,834	$ 493,506
10C	Lincoln Lake to Cane Hill (Buffered Bike Lanes)	Downtown Square (loop)	Downtown Square (loop)	Lincoln	0.20	0.00	n/a	$133,170	$ 26,634	$ 5,327	$ 3,995	$ 35,956
10D	Lincoln Lake to Cane Hill (Bike Lanes - Main Street)	Downtown Square	US 62	Lincoln	0.09	0.00	n/a	$133,170	$ 11,985	$ 2,397	$ 1,798	$ 16,180
10E	Lincoln Lake to Cane Hill (Sidepath - South Main Avenue, Adams Street, Mitchell Avenue)	US 62	South Street	Lincoln	0.52	0.44	$ 780	$481,000	$ 250,120	$ 50,024	$ 37,518	$ 337,662
10F	Lincoln Lake to Cane Hill (Natural Surface Trail)	South Street	Cane Hill	Lincoln & Washington Co.	3.50	3.50	$ 5,250	$121,000	$ 423,500	$ 84,700	$ 63,525	$ 571,725
				cutsheet subtotal	*7.92*	*7.6*						**$ 1,920,577**
11A	Gentry to Siloam Springs (Sidepath - Collins Avenue & Collins Road)	Downtown Gentry	Flint Creek Nature Area	Gentry	1.80	1.80	$ 2,700	$481,000	$ 865,800	$ 173,160	$ 129,870	$ 1,168,830
11B	Gentry to Siloam Springs (Shared Use Path - Flint Creek)	Flint Creek Nature Area	Siloam Springs City Lake	Gentry/Siloam Springs/Washington Co.	3.70	3.70	$ 5,550	$481,000	$ 1,779,700	$ 355,940	$ 266,955	$ 2,402,595
				cutsheet subtotal	*5.50*	*5.5*						**$ 3,571,425**
12	Little Sugar Creek (Shared Use Path)	Lake Bella Vista	Pea Ridge Military Park	Bentonville/Pea Ridge/Little Flock/Benton Co./NPS	12.90	12.90	$ 19,350	$481,000	$ 6,204,900	$ 1,240,980	$ 930,735	**$ 8,376,615**
13A	Farmington to Siloam Springs (Natural Surface Trail - Goose Creek & Illinois River)	Farmington Branch	Lake Wedington	Farmington/Washington Co.	10.80	10.12	$ 16,200	$121,000	$ 1,306,800	$ 261,360	$ 196,020	$ 1,764,180

Table 5.3 - Catalyst Project Summary (Continued)

Cut-Sheet ID	Catalyst Projects	From	To	Jurisdiction(s)	Project Distance (Miles)	Potential Right-of-Way Acquisition Needed (Miles)	Operations & Maintenance Cost/Year	Per-Mile Planning-Level Cost by Facility Type	Construction Cost Opinion	Planning/Design /Engineering (20% of Construction)	Contingency (15% of Construction)	Total Planning-Level Cost Opinion
13B	Farmington to Siloam Springs (Natural Surface Trail - Ozark National Forest - work with National Forest Service)	Lake Wedington	Illinois River	Ozark National Forest	10.00	0.00	$ 15,000	$121,000	$ 1,210,000	$ 242,000	$ 181,500	$ 1,633,500
13C	Farmington to Siloam Springs (Natural Surface Trail - Illinois River)	Ozark National Forest	Kayak Park	Washington Co./Siloam Springs	5.40	5.40	$ 8,100	$121,000	$ 653,400	$ 130,680	$ 98,010	$ 882,090
				cutsheet subtotal	*16.20*	*15.5*						**$ 4,279,770**
14A	Bentonville to Cave Springs & Elm Springs (Shared Use Path)	Razorback Greenway	Walton Boulevard	Bentonville	0.50	0.50	$ 750	$481,000	$ 240,500	$ 48,100	$ 36,075	$ 324,675
14B	Bentonville to Cave Springs & Elm Springs (Sidepath - Rainbow Road)	Walton Boulevard	Argyll lane path	Benton Co./Rogers/Cave Springs	5.20	5.20	$ 7,800	$481,000	$ 2,501,200	$ 500,240	$ 375,180	$ 3,376,620
14C	Bentonville to Cave Springs & Elm Springs (Bike Route - Glenagle Road, Clayton Road, and Fields Lane)	Watershed Sanctuary Trail	Wagon Wheel Road	Cave Springs	1.60	0.00	n/a	$25,070	$ 40,112	$ 8,022	$ 6,017	$ 54,151
14D	Bentonville to Cave Springs & Elm Springs (Paved Shoulder - Wagon Wheel Road)	Fields Lane	AR 112 (crossing and path needed to Kelly Rd)	Cave Springs & Benton Co.	0.90	0.00	n/a	$133,170	$ 119,853	$ 23,971	$ 17,978	$ 161,802
14E	Bentonville to Cave Springs & Elm Springs (Bike Route - Kelly Road, Robbins Road, and Water Avenue)	AR 112	Elm Springs town center	Elm Springs & Benton Co.	2.70	0.00	n/a	$25,070	$ 67,689	$ 13,538	$ 10,153	$ 91,380
				cutsheet subtotal	*10.90*	*5.7*						**$ 4,008,628**
15A	Bentonville to Centerton (Bike Lanes - 2nd Street)	NW A Street	Alley cut through	Bentonville	0.50	0.00	n/a	$133,170	$ 66,585	$ 13,317	$ 9,988	$ 89,890
15B	Bentonville to Centerton (Sidepath - AR 72)	Alley cut through	McKisic Creek	Bentonville	2.75	2.75	$ 4,125	$481,000	$ 1,322,750	$ 264,550	$ 198,413	$ 1,785,713
15C	Bentonville to Centerton (Shared Use Path - McKisic Creek/AR 72 to Town Vu Road)	AR 72	Centerton Walking Path	Centerton	0.71	0.71	$ 1,065	$481,000	$ 341,510	$ 68,302	$ 51,227	$ 461,039
15D	Bentonville to Centerton (Sidepath/Shared Use Path - Walking path upgrade)	Town Vu Road	Downtown	Centerton	1.37	0.74	$ 2,055	$481,000	$ 658,970	$ 131,794	$ 98,846	$ 889,610
				cutsheet subtotal	5.33	4.2						**$ 3,226,250**
16A	Rogers – North-South Connectors (part 1) (Bike Lanes/Road Diet - Dixieland Road)	Hudson Street	Grace Hill Elementary School	Rogers	0.78	0.55	n/a	$133,170	$ 103,873	$ 20,775	$ 15,581	$ 140,228
16B	Rogers – North-South Connectors (part 1) (Shared Use Path)	Dixieland Road	24th Street	Rogers	0.70	0.70	$ 1,050	$481,000	$ 336,700	$ 67,340	$ 50,505	$ 454,545
16C	Rogers – North-South Connectors (part 1) (Bike Lanes - 24th Street)	Shared Use Path at Olive Street Park	23rd Street	Rogers	1.00	0.00	n/a	$133,170	$ 133,170	$ 26,634	$ 19,976	$ 179,780
16E	Rogers – North-South Connectors (part 1) (Sidewalk - 24th Street)	23rd Street	Oak Street	Rogers	0.30	0.30	n/a	$168,960	$ 50,688	$ 10,138	$ 7,603	$ 68,429
16F	Rogers – North-South Connectors (part 1) (Sidepath - Oak Street)	24th Street	24th Street	Rogers	0.08	0.08	$ 120	$481,000	$ 38,480	$ 7,696	$ 5,772	$ 51,948
16G	Rogers – North-South Connectors (part 1) (Bike Lanes - 24th Street)	Oak Street	Rogers Aquatic Park	Rogers	0.67	0.30	n/a	$133,170	$ 89,224	$ 17,845	$ 13,384	$ 120,452
16H	Rogers - Dixieland Road (part 2) (Bike Lanes - 13th Street)	Hudson Street	Price Lane	Rogers	4.00	0.00	n/a	$133,170	$ 532,680	$ 106,536	$ 79,902	$ 719,118
				cutsheet subtotal	*7.53*	*1.9*						**$ 1,734,500**
17A	Elm Springs to Tontitown Loop (Shared Use Path - Brush Creek & Lake Elmdale)	Elm Springs town center	56th Street	Elm Springs/Springdale	3.75	3.75	$ 5,625	$481,000	$ 1,803,750	$ 360,750	$ 270,563	$ 2,435,063
17B	Elm Springs to Tontitown Loop (Sidepath - Har-Ber Avenue)	Brush Creek	AR 112	Springdale	1.75	1.75	$ 2,625	$481,000	$ 841,750	$ 168,350	$ 126,263	$ 1,136,363
17C	Elm Springs to Tontitown Loop (Shared Use Path)	AR 112	North Barrington Road	Tontitown	0.95	0.50	$ 1,425	$481,000	$ 456,950	$ 91,390	$ 68,543	$ 616,883
17D	Elm Springs to Tontitown Loop (Sidepath - Sbanotto Avenue & North Barrington Road)	Shared Use Path link	Sbanotto Park	Tontitown	0.45	0.45	$ 675	$481,000	$ 216,450	$ 43,290	$ 32,468	$ 292,208
17E	Elm Springs to Tontitown Loop (Bike Route - Sbanotto Avenue, Ademagni Road, and Scott Street)	Tontitown town Center	Elm Springs town center/Brush Creek	Tontitown	2.20	0.00	n/a	$25,070	$ 55,154	$ 11,031	$ 8,273	$ 74,458
				cutsheet subtotal	*9.10*	*6.5*						**$ 4,554,973**
												$ 70,145,004

1 University of Arkansas Loop

From: Razorback Regional Greenway and Maple Street

To: Oak Ridge Trail

Distance: 1.4 miles

Speed limit: 25 mph

Why this project is important:

- High level of bicycle, pedestrian, and automotive traffic
- University of Arkansas
- High density area including students
- City currently considering design options for Maple Street
- Connects to the Razorback Regional Greenway
- Provides an important east/west route (few good ones in Fayetteville)
- Part of the Heritage Trail

Recommendations

A. Cycle track on Maple Street from the Stadium Drive intersection to the Razorback Regional Greenway
B. Extension of the Oak Ridge Trail to Maple Street

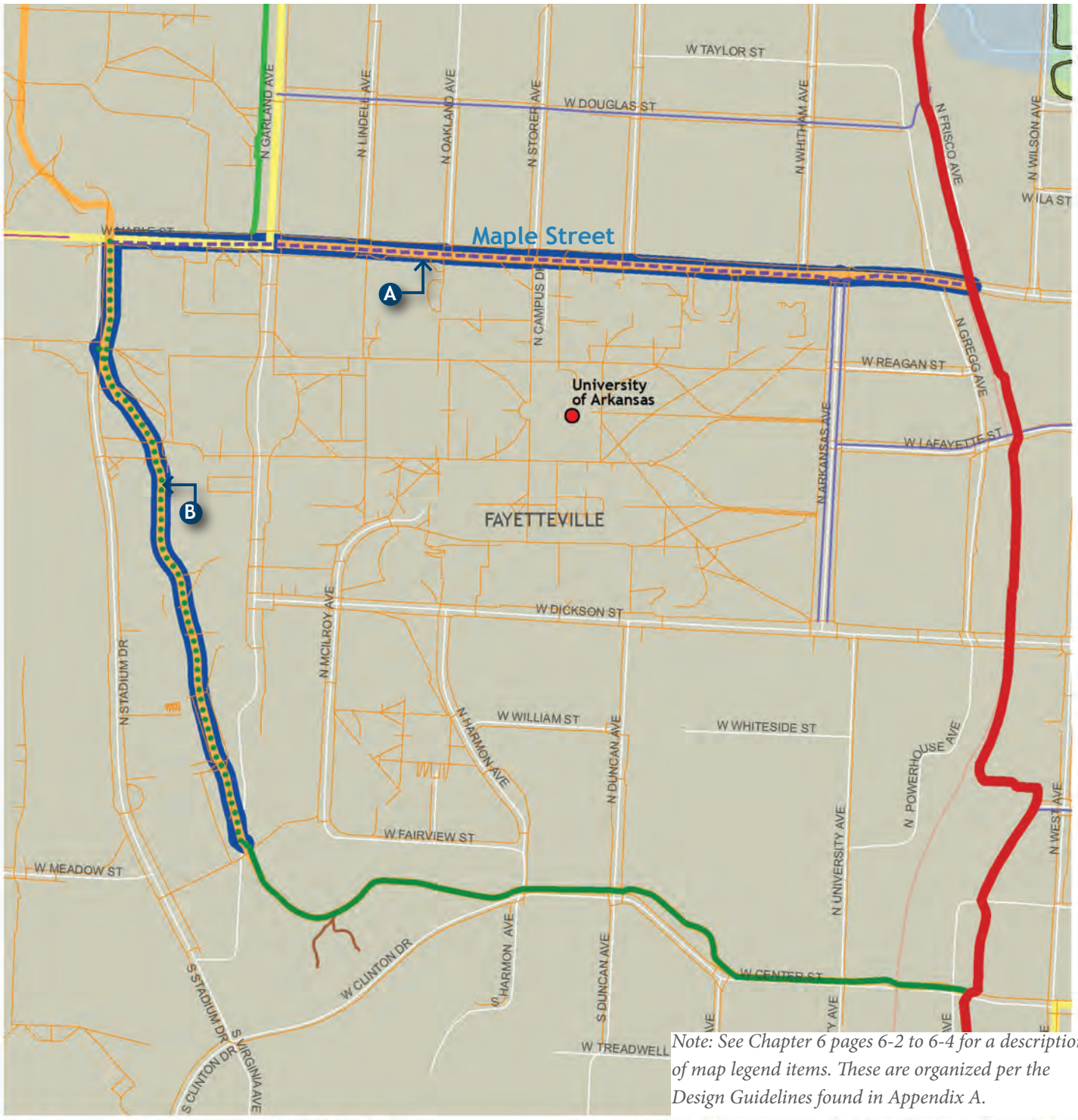
Total Planning-Level Cost Opinion $1,255,770
(see table 5.3 for details)

Above: Maple Street crosswalk

Left: Garland Avenue & Maple Street intersection

Right: Current western extent of the Oak Ridge Trail

MAP 5.1 University of Arkansas Loop



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Razorback Regional Greenway
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Shared Roadway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk
Neighborhood/Park Trails

0 0.25 Miles

N

2 Northeast Fayetteville Loop

From: Lafeyette Street

To: Mud Creek Trail

Distance: 4.2 miles

Speed limit: 35 mph

Why this project is important:

- Creates loop with Razorback Regional Greenway and the Mud Creek Trail
- Links local parks (Clarence Craft Park, Gulley Park)
- Part of link to Lake Fayetteville
- Links to popular east/west route (Rush Drive, Prospect Street, Rebecca Street, Trenton Boulevard, Wilson Park, to Razorback Regional Greenway)
- Key connection for east Fayetteville residential areas
- Provides an important east/west route (few good ones in Fayetteville)
- Part of the Heritage Trail

Recommendations

A. Separated Bikeway along Mission Boulevard from Lafeyette Street to E Jackson Street
B. Shared Use Paved Trail/Sidepath along Mission Blvd from E Jackson Street to Niokaska Creek
C. Shared Use Paved Trail along Niokaska Creek from Mission Boulevard to the Mud Creek Trail

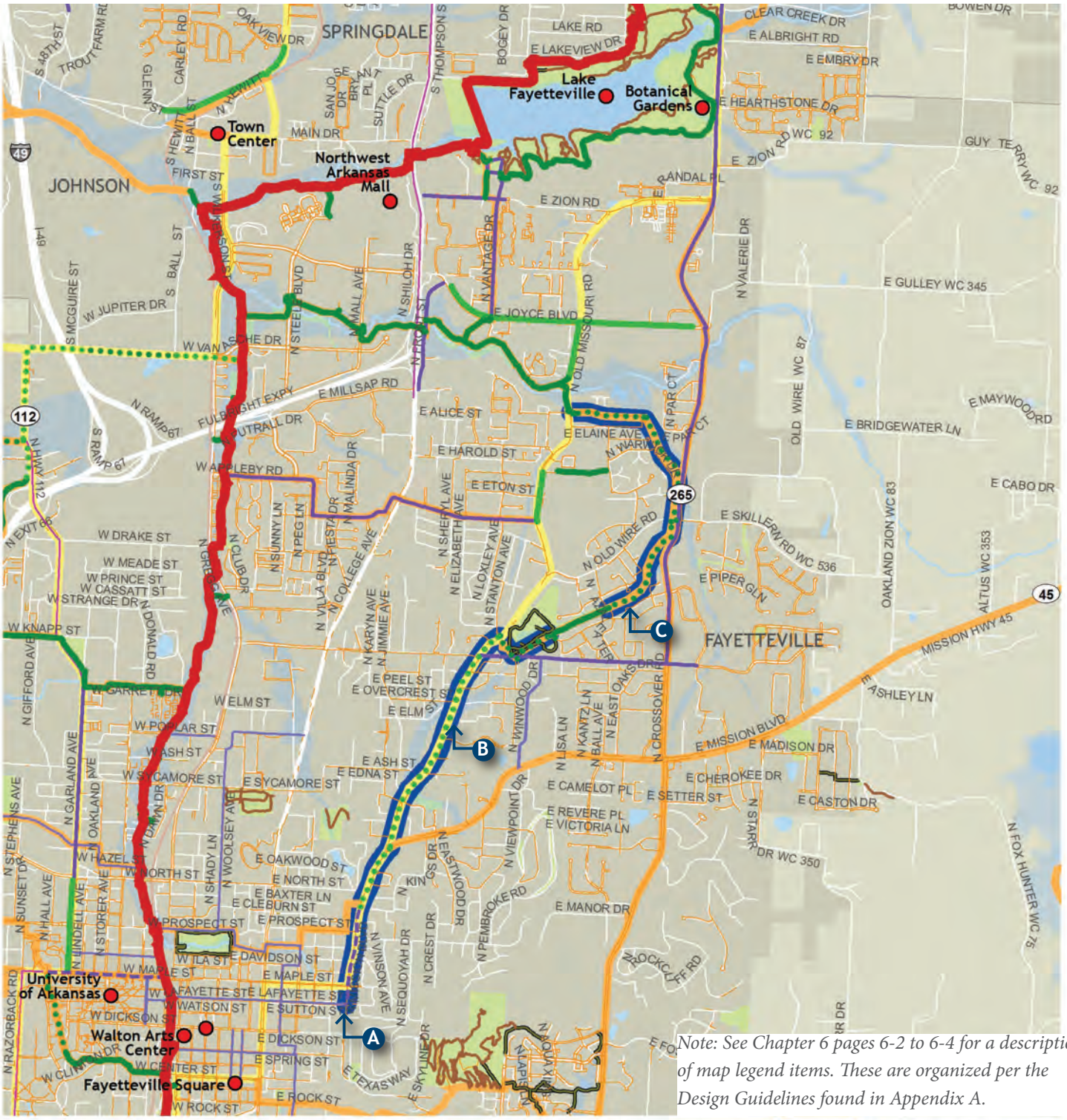
Total Planning-Level Cost Opinion $2,492,493
(see table 5.3 for details)

Above: Mission Boulevard north of Maple Street

Left: Botanical Gardens Entrance at northern extent of project - this project provides additional connectivity to the Botanical Gardens and Lake Fayetteville

Right: Mud Creek Trail connection at Old Wire Road

MAP 5.2 Northeast Fayetteville Loop



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

- Catalyst Project
- Regional Network
- Heritage Trail
- Razorback Regional Greenway
- Regional Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Existing Shared Roadway
- Existing Shoulder

Pedestrian Facilities
- Existing Sidewalk
- Neighborhood/Park Trails

0 1 Miles N

3 Northwest Fayetteville Loop

From: Razorback Regional Greenway

To: Asbell Bikeway

Distance: 6.5 miles

Speed limit: N/A

Why this project is important:

- Connects existing pieces of the Clabber Creek, Hamestring Creek, and Shiloh Trails
- Links to the Razorback Regional Greenway
- Connects multiple neighborhoods including off-campus housing for University of Arkansas students
- Connects several parks and schools
- Provides additional linkage opportunities across I-49

Recommendations

A. Shared Use Paved Trail/Sidepath - Clabber Creek
B. Shared Use Paved Trail - Hamestring Creek
C. Shared Use Paved Trail/Sidepath - Shiloh Trail

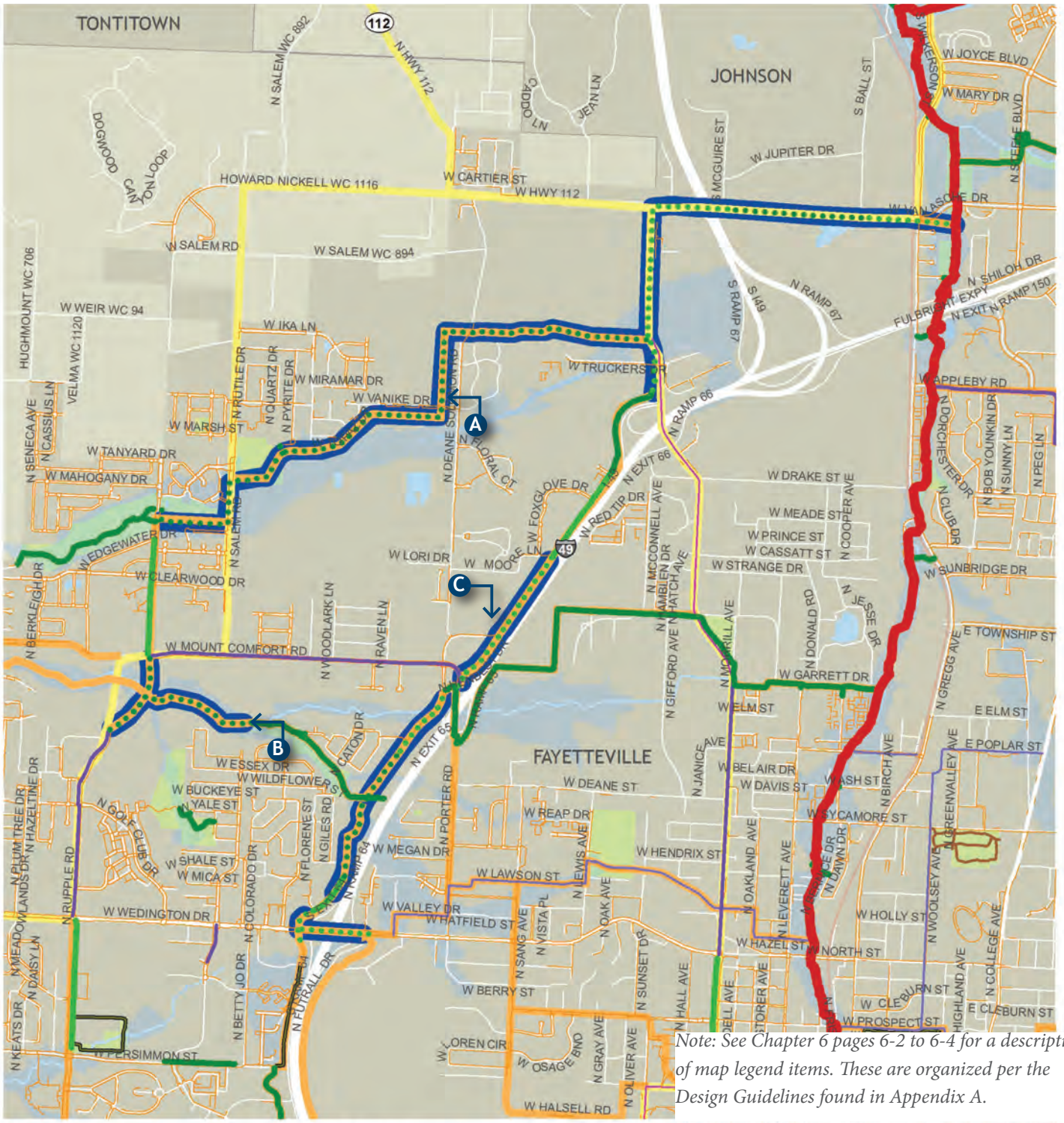
Total Planning-Level Cost Opinion $4,220,775
(see table 5.3 for details)

Above: Clabber Creek Trail end at Rupple Road

Left: Hamestring Creek

Right: Wedington Dr at I-49

MAP 5.3 Northwest Fayetteville Loop



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Razorback Regional Greenway
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shared Roadway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk
Neighborhood/Park Trails

0 1 Miles

N

4 Fayetteville to Farmington Loop

From: Razorback Regional Greenway, south Fayetteville

To: Farmington, and reconnecting to Razorback Regional Greenway via Tsa-La-Gi Trail

Distance: 11 miles

Speed limit: N/A

Why this project is important:

- Connects Farmington, developing Regional Park, and Mt. Kessler trails to Razorback Regional Greenway and Fayetteville
- Serves as part of southern extension of Razorback Regional Greenway toward Greenland and West Fork
- Links Farmington schools and parks (including ballfields, Creekside Park, and future Farmington high school)
- In addition to developing Regional Park, links toward Fayetteville parks (including Walker Park and Greathouse Park)
- Enhances connectivity to the southern part of University of Arkansas campus
- Enhances circulation in south Fayetteville neighborhoods

Recommendations

Clockwise from the Razorback Regional Greenway at 15th St:

A. Shared Use Paved Trail and Sidepath from Town Branch alonog Cato Springs Road to the Regional Park entrance
B. Shared Use Paved Trail from Regional Park entrance to Mt Kessler Trails
C. Natural Surface Trail from Mt Kessler to Wolfdale Road
D. Sidepath along Wolfdale Road from Mt Kessler to South Hunter Street
E. Sidepath along South Hunter Street from Wolfdale Road to Rainsong Street
F. Separated Bikeway on Rainsong Street from South Hunter Street to Farmington Branch Tributary
G. Shared Use Paved Trail along Farmington Branch Tributary from Rainsong Street to Farmington Branch
H. Shared Use Paved Trail from Farmington Branch Tributary to US 62
I. Sidepath along the US 62 corridor eventually connecting to the Tsa-La-Gi Trail and Razorback Greenway

Total Planning-Level Cost Opinion $6,883,212
(see table 5.3 for details)

Left: Mt Kessler and Fayetteville's new regional park

MAP 5.4 Fayetteville to Farmington Loop

Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

5 West Springdale Loop

From: Razorback Regional Greenway in Downtown Springdale

To: Razorback Regional Greenway at Don Tyson Parkway

Distance: 10.12 miles

Speed limit: N/A

Why this project is important:

- Connects Razorback Regional Greenway to west Springdale, Arvest Ballpark, Tyson Foods Headquarters
- Links toward Elm Springs, Tontitown and Johnson
- Connects Arvest Ballpark
- Connects Tyson Foods Headquarters
- Enhances connectivity to downtown Springdale
- Connects Springdale schools (Springdale High School) and parks (Murphy Park, Tyson Park)
- Connects with the Heritage Trail

Recommendations

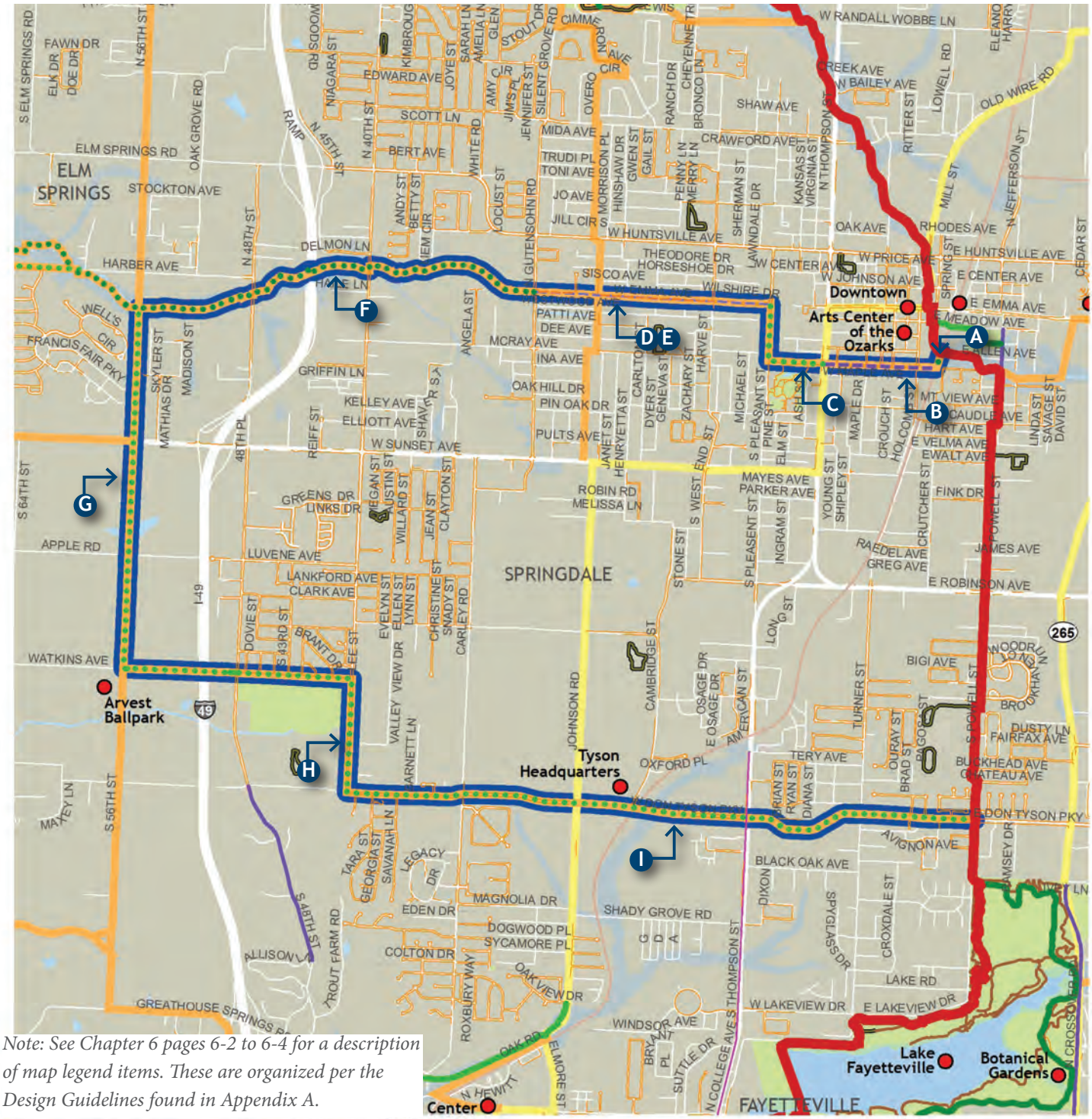
Counter-clockwise from Downtown Springdale:

A. Shared Use Paved Trail (rail-with-trail link) from Maple Avenue to the Razorback Greenway
B. Cycle Track on Maple Avenue from Holcomb Street to Thompson Street
C. Sidepath along Maple Avenue & Pleasant Street from Thompson Street to West Emma Avenue
D. Bike Route along W. Emma Avenue from Pleasant Street to Gutensohn Road
E. Sidewalk on W. Emma Avenue from Pleasant Street to Gutensohn Road
F. Shared Use Paved Trail from W. Emma Avenue to 56th Street
G. Sidepath along 56th Street from Shared Use Paved Trail link to Arvest Ballpark
H. Sidepath along Watkins Avenue & South 40th Street from 56th Street to Don Tyson Parkway
I. Sidepath along Don Tyson Parkway from 40th Street to the Razorback Greenway

Total Planning-Level Cost Opinion $6,322,612
(see table 5.3 for details)

Left: Murphy Park along Maple Avenue

MAP 5.5 West Springdale Loop



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

- Catalyst Project
- Regional Network
- Heritage Trail
- Razorback Regional Greenway
- Regional Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shared Roadway
- Existing Shoulder

Pedestrian Facilities
- Existing Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

0 — 1 Miles

N

6 Fayetteville to West Fork

From: Fayetteville Regional Park entrance (Cato Springs Road sidepath, from Catalyst Project #4)

To: West Fork Riverside Park

Distance: 11.67 miles

Speed limit: N/A

Why this project is important:

- Extends Razorback Regional Greenway to downtown West Fork
- Connects through the center of Greenland
- Links to developing Fayetteville Regional Park
- Links several schools (near Greenland schools and West Fork Schools)
- In addition to the developing Regional Park in Fayetteville, it links several parks
  - Greenland – City ballfields
  - West Fork – Carter Park, Riverside Park
- Brings Razorback Regional Greenway closer to Devil's Den State Park and southern Washington County
- Connects with the Heritage Trail

Recommendations

From north to south:

A. Sidepath along Cato Springs Road from the Regional Park entrance to Wilson Street.
B. Shared Roadway from Cato Springs Road to Letitia Avenue
C. Sidewalk along the north side of Wilson Street from Cato Springs Road to Letitia Avenue
D. Sidepath along Letitia Avenue and then Shared Use Paved Trail along the south side of the creek between Letitia Avenue and the eastern end of the ballfields/community center property
E. Shared Use Paved Trail along the north side of the creek from the ballfields/community center property to Sandy Avenue
F. Shared Use Paved Trail along the WF White River from the Sandy Avenue in Greenland to Riverside Park in West Fork.

Total Planning-Level Cost Opinion $6,541,155
(see table 5.3 for details)

Right: West Fork of the White River from the Main Avenue bridge in Greenland.

MAP 5.6 Fayetteville to West Fork

Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shared Roadway
- Existing Shared Roadway
- Existing Shoulder

Pedestrian Facilities
- Existing Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

N
0 1 Miles

7 Watershed Sanctuary (Cave Springs)

From: Watershed Sanctuary & Downtown Cave Springs

To: Razorback Greenway

Distance: 3.85 miles

Speed limit: N/A

Why this project is important

- Connects Razorback Regional Greenway to developing Watershed Sanctuary
- Connects Cave Springs to Razorback Greenway
- Links Janie Darr Elementary School to both the Razorback Regional Greenway & Watershed Sanctuary
- Links Cave Springs to Springdale
- Connects with the Heritage Trail

Recommendations

From west to east:

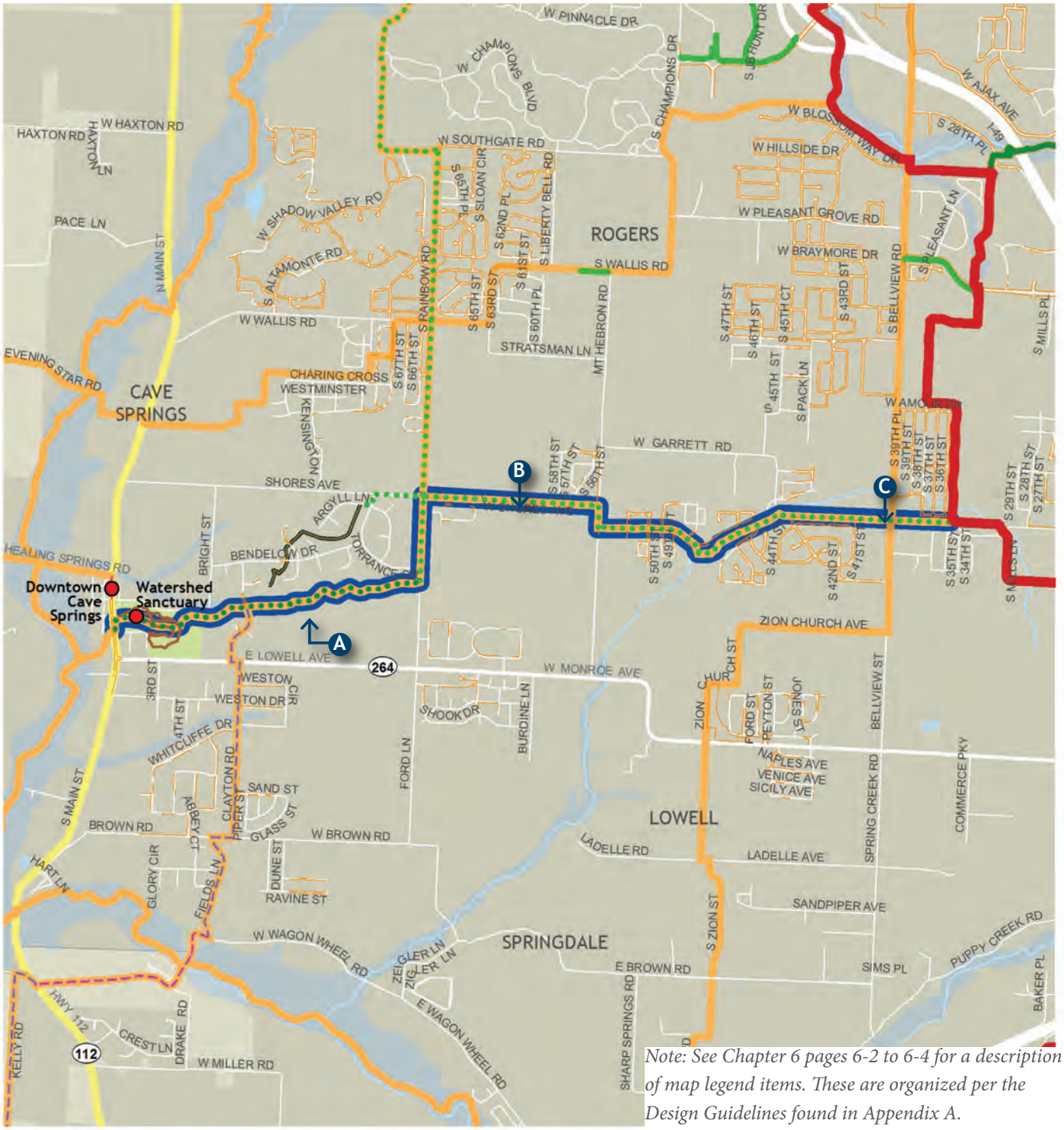
A. Shared Use Paved Trail from Watershed Sanctuary to Rainbow Road
B. Sidepath (along Rainbow Road, Shores Avenue, Mt. Hebron Street, and Cross Creek Boulevard) from Rainbow Road to the existing sidepath on Cross Creek Boulevard
C. Sidepath along Cross Creek Boulevard from the existing sidepath on Cross Creek Blvd to the Razorback Greenway

Total Planning-Level Cost Opinion $2,499,998
(see table 5.3 for details)

Above: Sidepath opportunity toward the Razorback Greenway along Rainbow Road connecting to Arkansas Natural Heritage Commission lands and the Watershed Sanctuary.

Above: Arkansas Natural Heritage Commission lands in Cave Springs linking the Watershed Sanctuary east toward the Razorback Greenway.

MAP 5.7 Watershed Sanctuary (Cave Springs)



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

8 Lake Bella Vista to Missouri border (Bella Vista)

From: Razorback Regional Greenway northern terminus at Lake Bella Vista

To: Missouri border

Distance: 8.12 miles

Speed limit: N/A

Why this project is important:

- Completes the Razorback Greenway's northern terminus through NWA to the Missouri border
- Connects Bella Vista to Bentonville
- Connects Bella Vista to Lake Bella Vista
- Provides links to Cooper Elementary School and the Lightning Soccer complex
- Provides link toward Blowing Springs Trail network
- Provides link through Bella Vista commercial centers including the Bella Vista town center
- Provides connection opportunity to Kingsdale Recreation Complex

Recommendations

This catalyst project cutsheet details one possibility for extending the Razorback Regional Greenway north through Bella Vista to the Missouri border (from the 2011 Bella Vista Draft Trail Plan). This connection is currently under further study as part of the Bella Vista Trails and Greenways Master Plan.

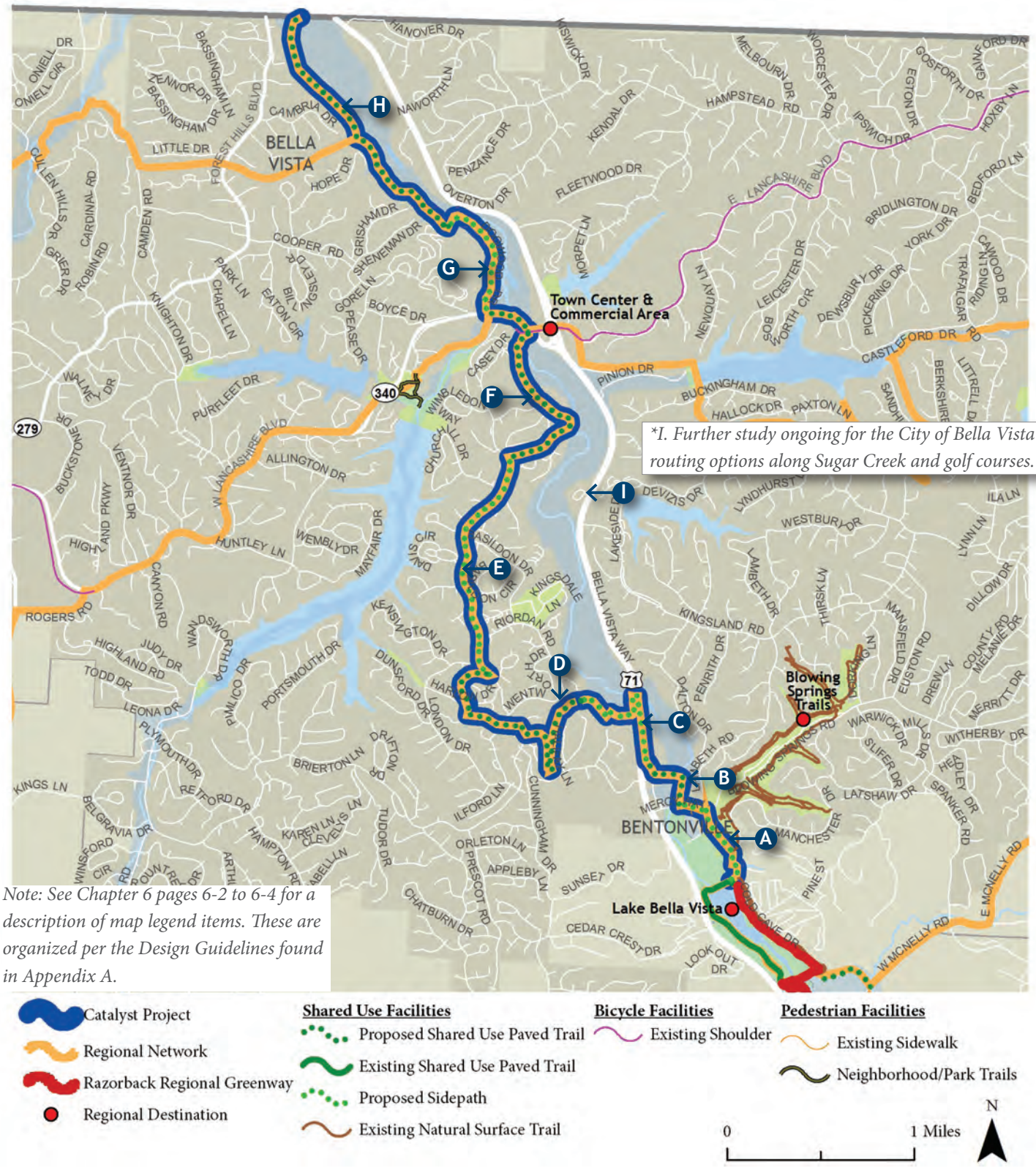
From south to north:

A. Sidepath along Veterans Parkway, Dartmoor Road, & Mercy Way from the Razorback Regional Greenway to Sugar Creek
B. Shared Use Paved Trail from Mercy Way to US 71
C. Sidepath along US 71 & Riordan Road from US 71/Oldham Road intersection to Riordan Road (south of Kenton Lane)
D. Shared Use Paved Trail from Riordan Road (south of Kenton Lane) to Chelsea Road (north of Chelsea Lane)
E. Sidepath along Riordan Road from Chelsea Road (north of Chelsea Lane) to Chelsea Road (north of Fenchurch Drive)
F. Shared Use Paved Trail from Chelsea Road (north of Fenchurch Dr) to AR 340
G. Sidepath along Dogwood Drive from AR 340 to golf course bridge
H. Shared Use Paved Trail from golf course bridge to Missouri border
I. Option 2: Shared Use Paved Trail & Sidepath through golf course

Total Planning-Level Cost Opinion $5,272,722
(see table 5.3 for details)

Left and Right: Berksdale Golf Course and possible routing opportunities for northern extension of the Razorback Greenway.

MAP 5.8 Lake Bella Vista to Missouri border (Bella Vista)



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

9 Siloam Springs City Lake to Kayak Park (Siloam Springs)

From: Siloam Springs City Lake

To: Siloam Springs Kayak Park

Distance: 7.66 miles

Speed limit: N/A

Why this project is important:

- Connects City Lake to downtown and the Kayak Park
- Provides key link options to southern Siloam Springs along railroad line, under a roadway barrier, US 412 (with option over US 412 along Lincoln Street)
- Utilizes link with existing Dogwood Springs Trail
- Provides link toward the City of Gentry
- Provides link toward the Ozark National Forest and Washington County
- Provides link to potential hiking and mountain biking opportunities
- Connects to the Illinois River
- Connects with the Heritage Trail

Recommendations

From north to south:

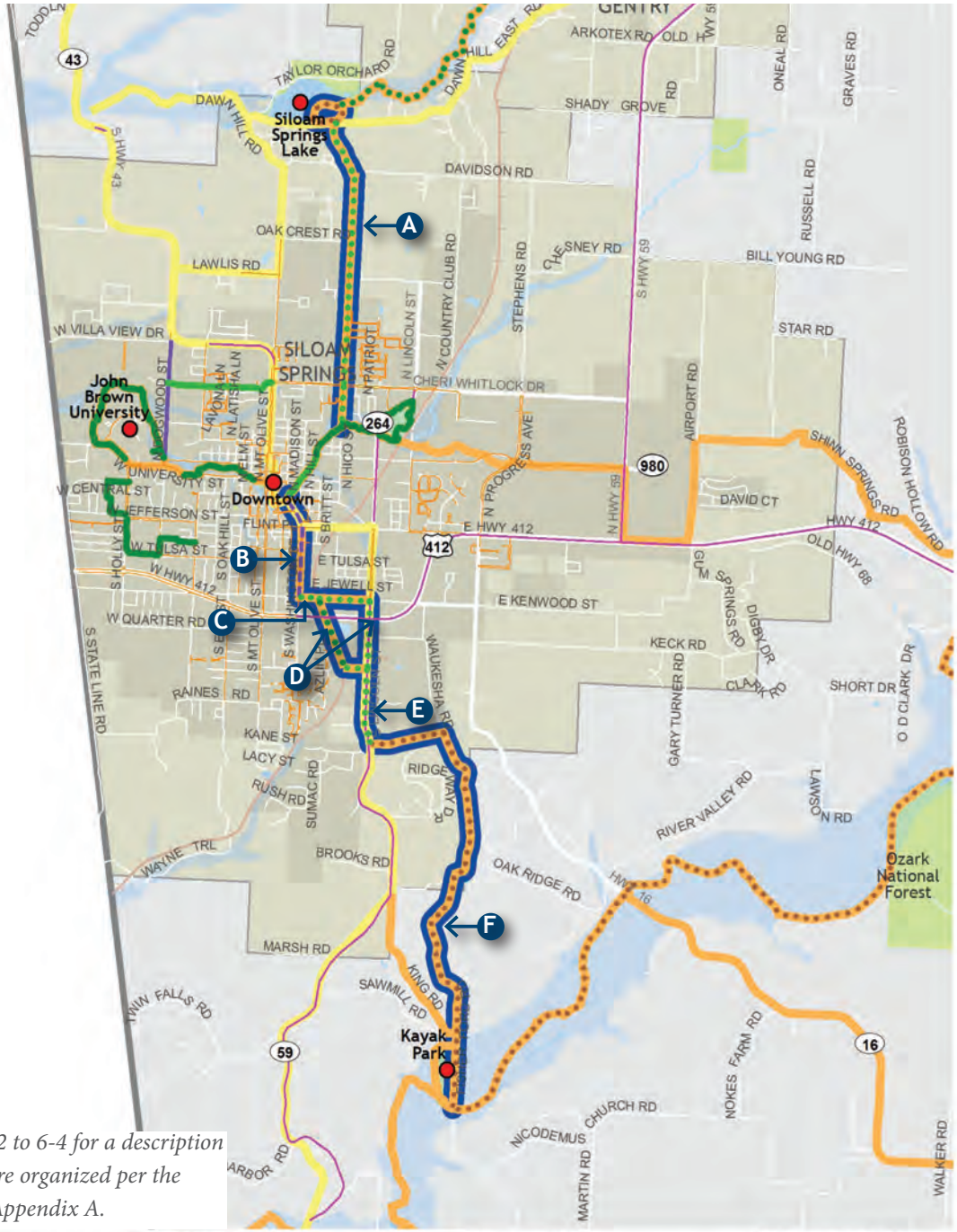
A. Sidepath along Hico Street from Siloam Springs Lake to Dogwood Springs Trail
B. Bike Lanes on Washington Street from Dogwood Springs Trail to Kenwood Street
C. Sidepath along Kenwood Street from Washington Street to Railroad tracks
D. Shared Use Paved Trail/Sidepath Alternatives (Rail-with-Trail or Lincoln Street bridge improvements) from Kenwood Street to Lake Francis Drive
E. Sidepath along Lake Francis Drive & AR 59 from the railroad tracks to the utility substation (near Country Lane)
F. Natural Surface Trail from AR 59 to the Kayak Park

Total Planning-Level Cost Opinion $2,983,530
(see table 5.3 for details)

Above: Rail with trail under-crossing opportunity of US 412.

Left: The Illinois River and Siloam Springs Kayak Park from the old bridge.

MAP 5.9 Siloam Springs City Lake to Kayak Park (Siloam Springs)



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Proposed Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

10 Lincoln Lake to Cane Hill (Lincoln)

From: Lincoln Lake

To: Cane Hill

Distance: 7.92 miles

Speed limit: N/A

Why this project is important:

- Connects Lincoln Lake to the Lincoln Downtown Square and Cane Hill
- Connects Lincoln Elementary and Middle Schools
- Connects commercial area along US 62
- Connects through South Park
- Intersection improvements at US 62 intersection is a key improvement to bicycle and pedestrian circulation to/from south Lincoln
- Connects with the Heritage Trail

Recommendations

From north to south:

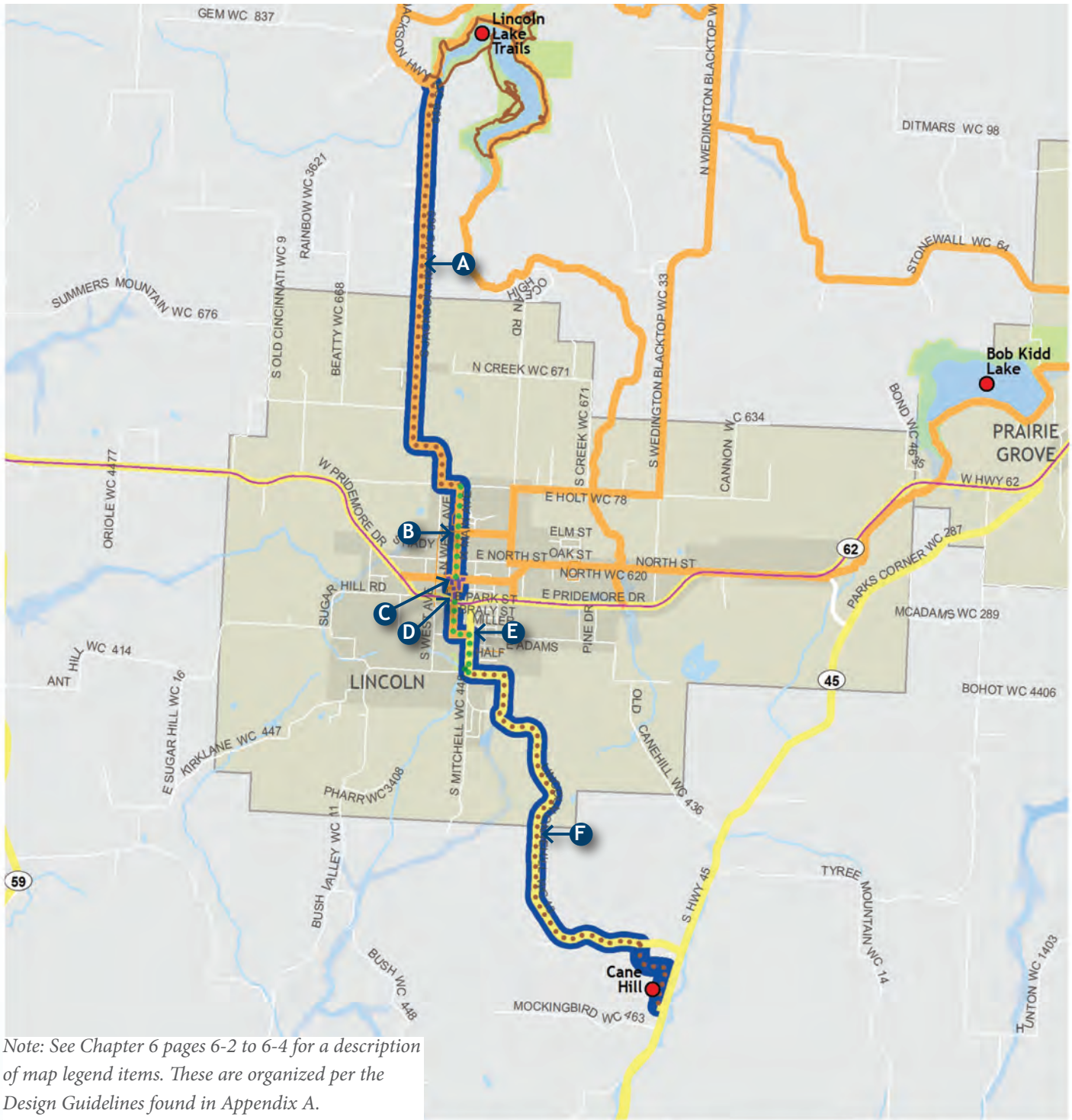
A. Natural Surface Trail along Jackson Highway from Lincoln Lake to Main Avenue
B. Sidepath along Main Avenue from Holt Road to Downtown Square
C. Buffered Bike Lanes around the Downtown Square (loop)
D. Bike Lanes on Main Street from Downtown Square to US 62
E. Sidepath along South Main Avenue, Adams Street, and Mitchell Avenue from US 62 to South Street
F. Natural Surface Trail from South Street to Cane Hill

Total Planning-Level Cost Opinion $1,920,557
(see table 5.3 for details)

Above: Lincoln Lake map.

Left: Sidepath opportunity along Jackson Highway linking Lincoln Lake with downtown Lincoln.

MAP 5.10 Lincoln Lake to Cane Hill (Lincoln)



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Proposed Sidepath
Proposed Natural Surface Trail
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

0 1 Miles N

11 Gentry to Siloam Springs

From: Downtown Gentry
To: Siloam Springs City Lake

Distance: 5.5 miles

Speed limit: N/A

Why this project is important:

- Connects City of Gentry and Siloam Springs
- Connects Flint Creek to Siloam Springs City Lake as well as downtown Gentry
- Connects City of Gentry Public Library
- Connects to commercial area along AR 59 in Gentry
- Connects with the Heritage Trail

Recommendations

From northeast to southwest:

A. Sidepath along Collins Avenue & Collins Road from Downtown Gentry to Flint Creek Nature Area
B. Shared Use Paved Trail along Flint Creek from the Flint Creek Nature Area to Siloam Springs City Lake

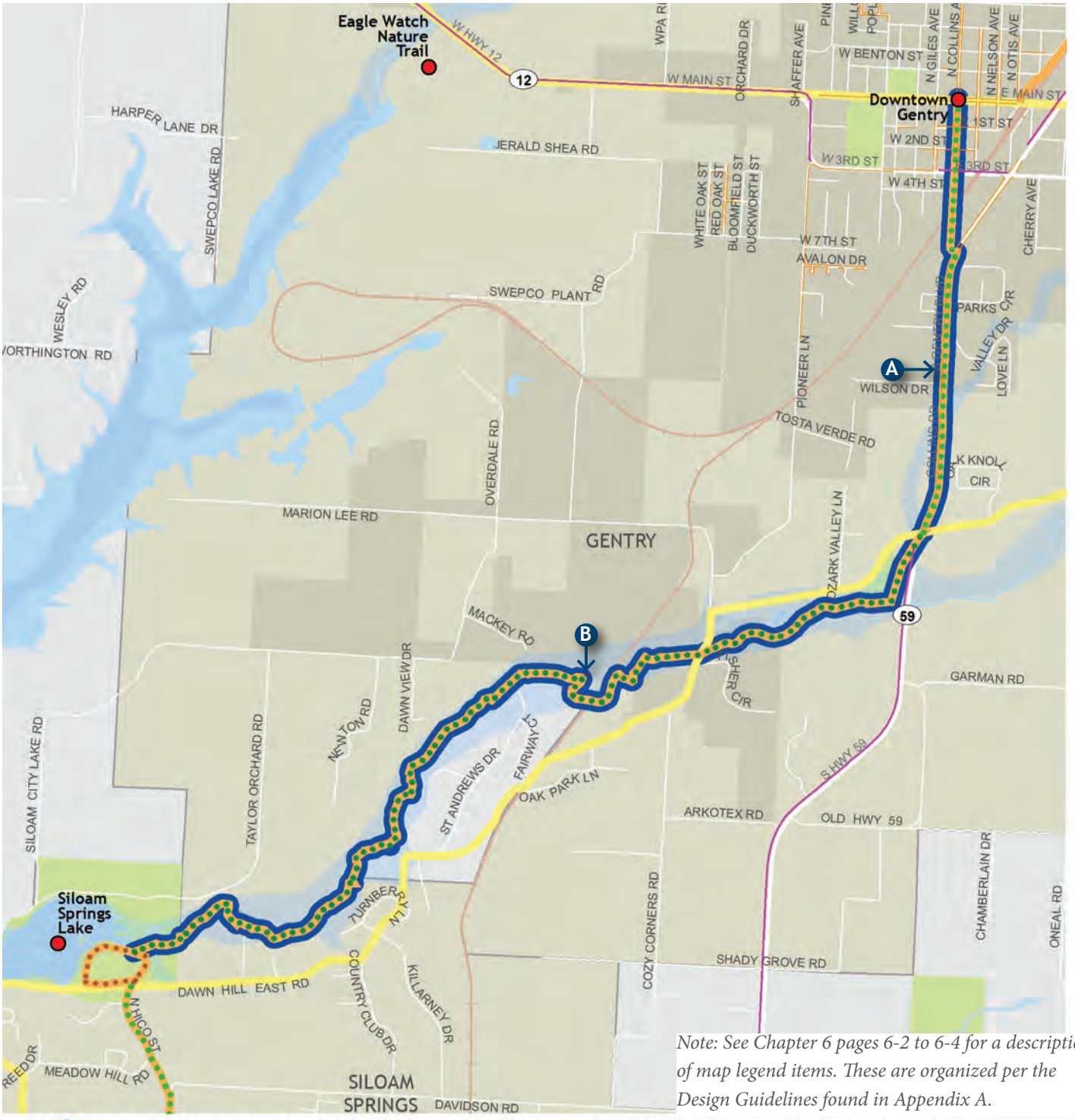
Total Planning-Level Cost Opinion $3,571,425
(see table 5.3 for details)

Above: Siloam Springs City Lake and trail development opportunities.

Above: Flint Creek between Gentry and Siloam Springs.

Below: Project links to downtown Gentry.

MAP 5.11 Gentry to Siloam Springs



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

12 Little Sugar Creek

From: Razorback Greenway

To: Pea Ridge National Military Park

Distance: 12.9 miles

Speed limit: N/A

Why this project is important:

- Connects Lake Bella Vista and Pea Ridge National Military Park
- Enhances bicycle and pedestrian connectivity between Bella Vista, Bentonville, Little Flock, and Pea Ridge
- Connects to the Razorback Greenway
- Enhances connectivity to Cooper Elementary School and the Lightning Soccer Complex
- Enhances connectivity to the Blowing Springs Trails
- Enhances connectivity to the Slaughter Pen Trails

Recommendations

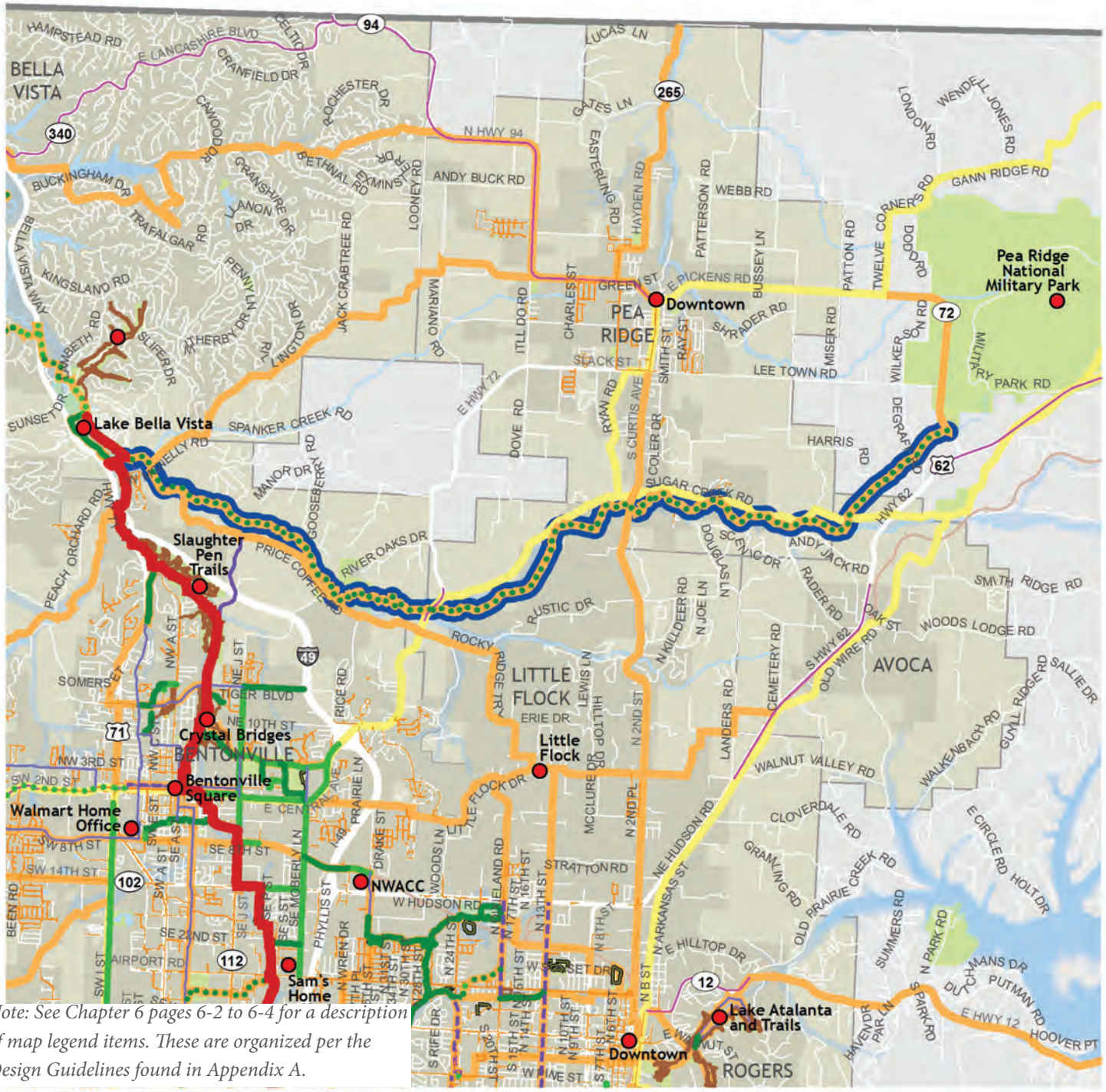
- Shared Use Paved Trail along Little Sugar Creek from Lake Bella Vista to Pea Ridge Military Park

Total Planning-Level Cost Opinion $8,376,615
(see table 5.3 for details)

Above: Little Sugar Creek between Lake Bella Vista and Pea Ridge.

Below: High ground in Pea Ridge National Military Park.

MAP 5.12 Little Sugar Creek



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

- Catalyst Project
- Regional Network
- Heritage Trail
- Razorback Regional Greenway
- Regional Destination

Shared Use Facilities

- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Existing Natural Surface Trail

Bicycle Facilities

- Proposed Separated Bikeway
- Existing Separated Bikeway
- Existing Shared Roadway
- Existing Shoulder

Pedestrian Facilities

- Existing Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

N

0 1 Miles

13 Farmington to Siloam Springs

From: Farmington

To: Siloam Springs Kayak Park
Distance: Approximately 16 miles

Speed limit: N/A

Why this project is important:

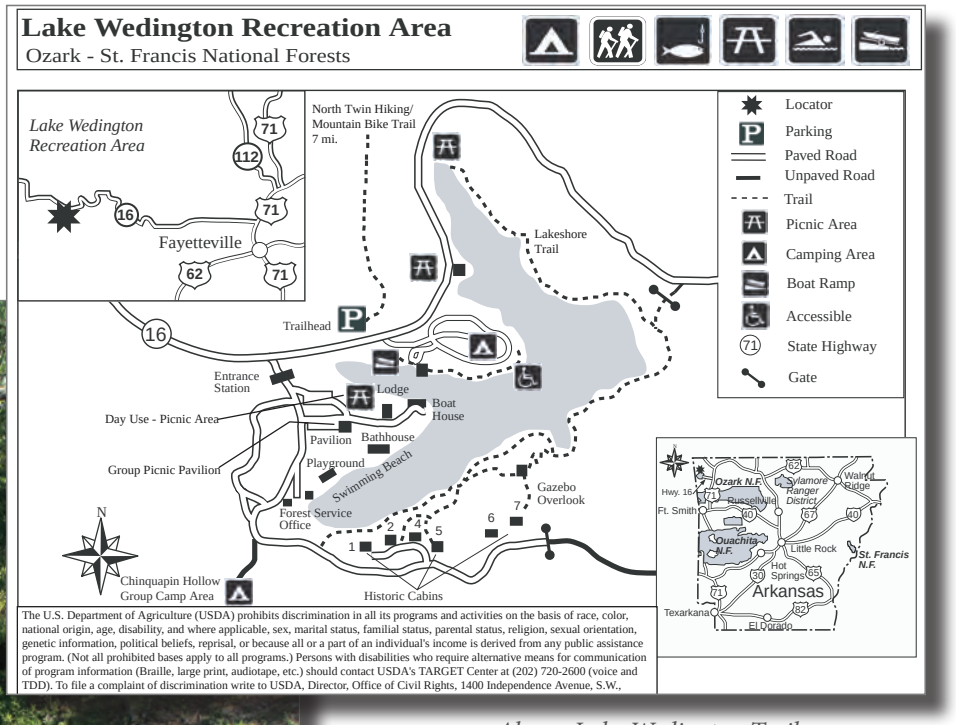
- Connects Siloam Springs to Farmington
- Provides link from western NWA to central NWA
- Connects Benton and Washington Counties
- Connects to the Siloam Springs Kayak Park
- Connects to Lake Wedington and Ozark National Forest lands
- Links with several rural, long-distance routes/trails

Recommendations

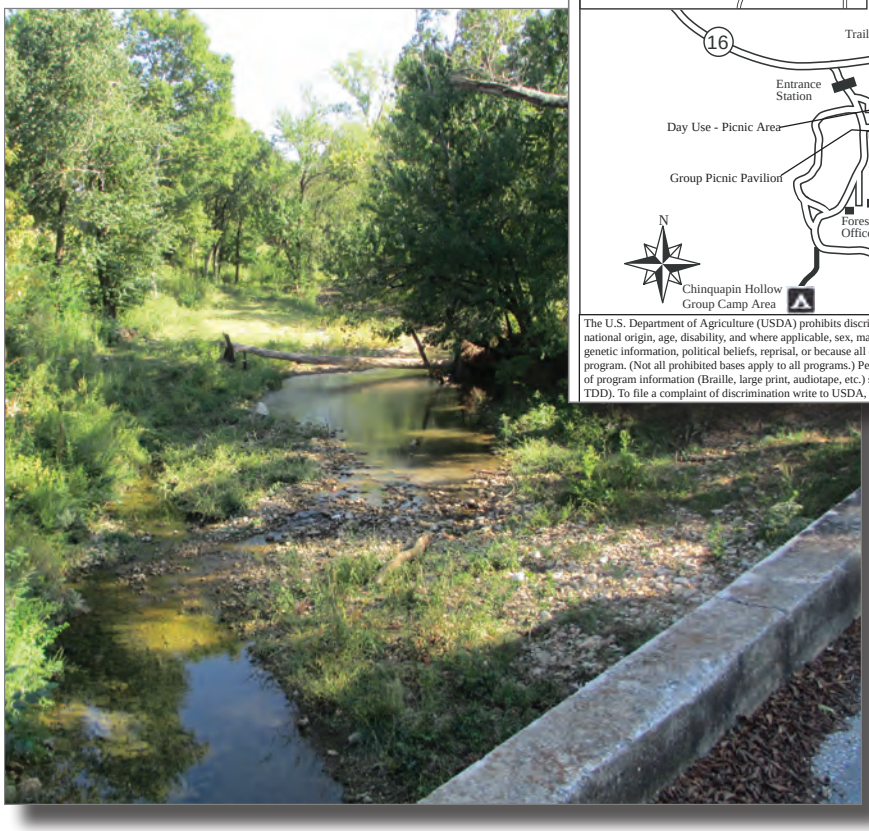
From southeast to northwest:

A. Natural Surface Trail along Goose Creek & the Illinois River from Farmington Branch to Lake Wedington
B. Natural Surface Trail in the Ozark National Forest (coordinate with the National Forest Service) from Lake Wedington to the Illinois River
C. Natural Surface Trail along the Illinois River from the Ozark National Forest to the Kayak Park

Total Planning-Level Cost Opinion $4,279,770
(see table 5.3 for details)

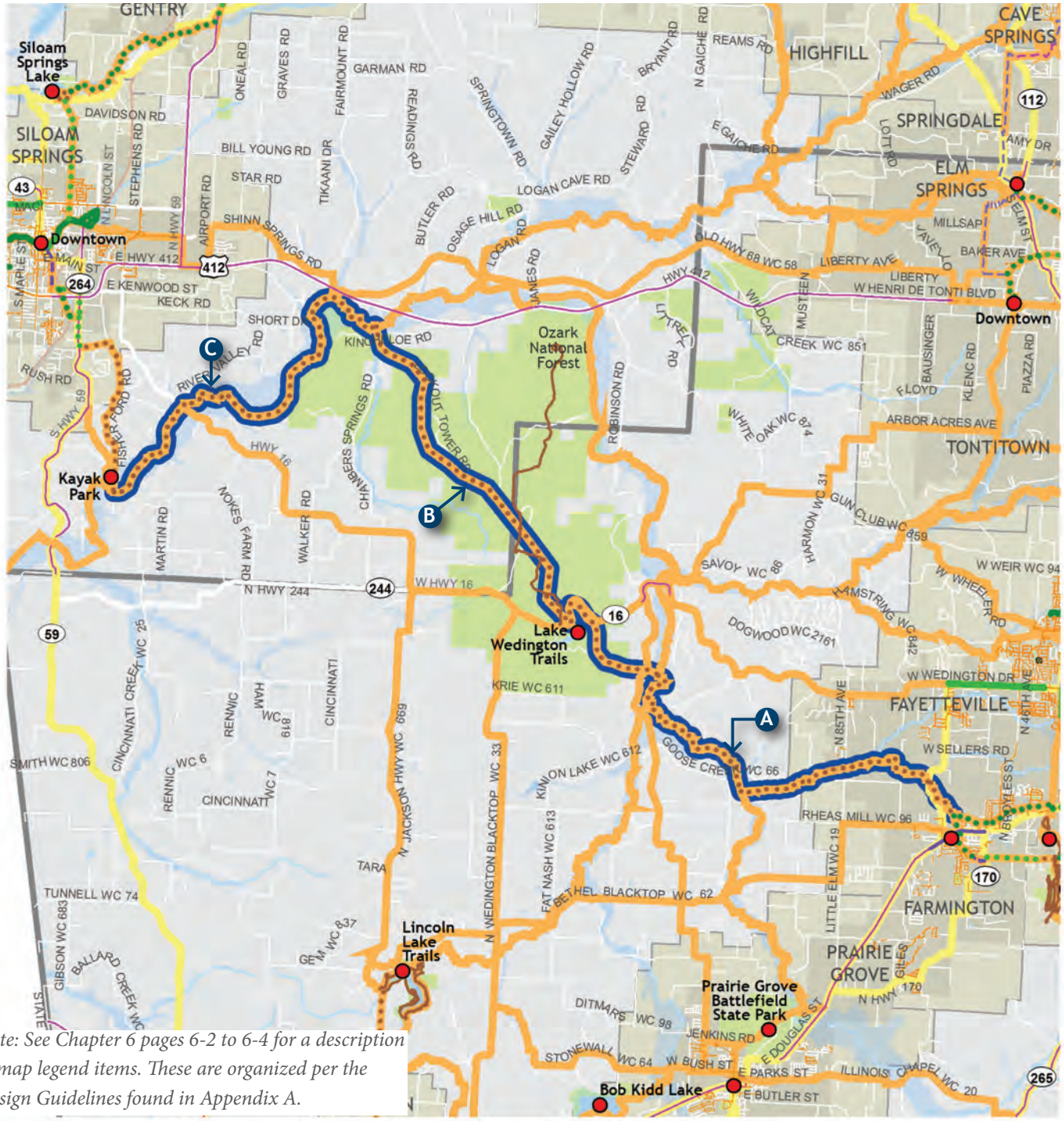


Above: Lake Wedington Trails map.



Left: Farmington Branch northwest of Farmington.

MAP 5.13 Farmington to Siloam Springs



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shared Roadway
- Proposed Shoulder
- Existing Shoulder

Pedestrian Facilities
- Existing Sidewalk
- Neighborhood/Park Trails

N
0 1 Miles

14 Bentonville to Cave Springs and Elm Springs

From: Bentonville

To: Elm Springs

Distance: 10.9 miles

Speed limit: N/A

Why this project is important:

- Connects Bentonville, Cave Springs, and Elm Springs
- Nearby destinations and connectivity opportunities:
  - Bentonville Elementary, Middle, and High Schools
  - Phillips Park
  - Community Center
  - Cave Springs Watershed Sanctuary
  - Razorback Greenway

Recommendations

From north to south:

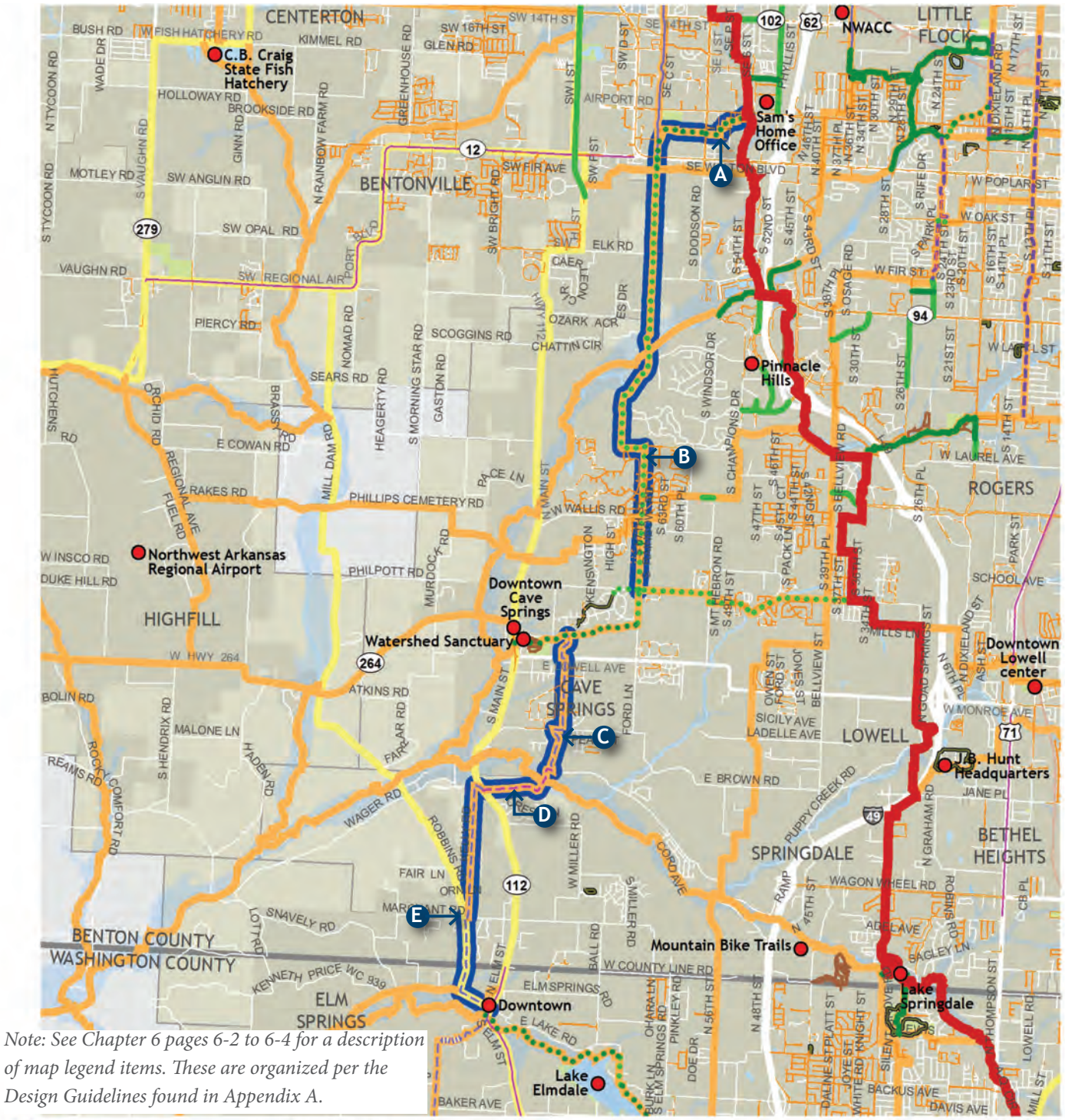
A. Shared Use Paved Trail from the Razorback Regional Greenway to Walton Boulevard
B. Sidepath along Rainbow Road from Walton Boulevard to Shores Avenue
C. Bike Route on Glenagle Road, Clayton Road, and Fields Lane from Watershed Sanctuary Trail to Wagon Wheel Road
D. Paved Shoulders on Wagon Wheel Road from Fields Lane to AR 112 (crossing and path needed to Kelly Rd)
E. Bike Route on Kelly Road, Robbins Road, and Water Avenue from AR 112 to Elm Springs Town Center

Total Planning-Level Cost Opinion $
(see table 5.3 for details)

Above: Razorback Regional Greenway trailhead near Northwest Medical Center in Bentonville.

Left: Cyclists utilizing Brown Road between Clayton Road and Fields Lane in southern Cave Springs.

MAP 5.14 Bentonville to Cave Springs and Elm Springs



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

15 Bentonville to Centerton (2nd Street and McKisic Creek)

From: Downtown Bentonville

To: Downtown Centerton

Distance: 5.3 miles

Speed limit: N/A

Why this project is important:

- Links downtown Bentonville with downtown Centerton
- Enhances commuting opportunities
- Provides key link between the center of Bentonville and west Bentonville
- Connects Elm Tree Elementary School

Recommendations

From east to west:

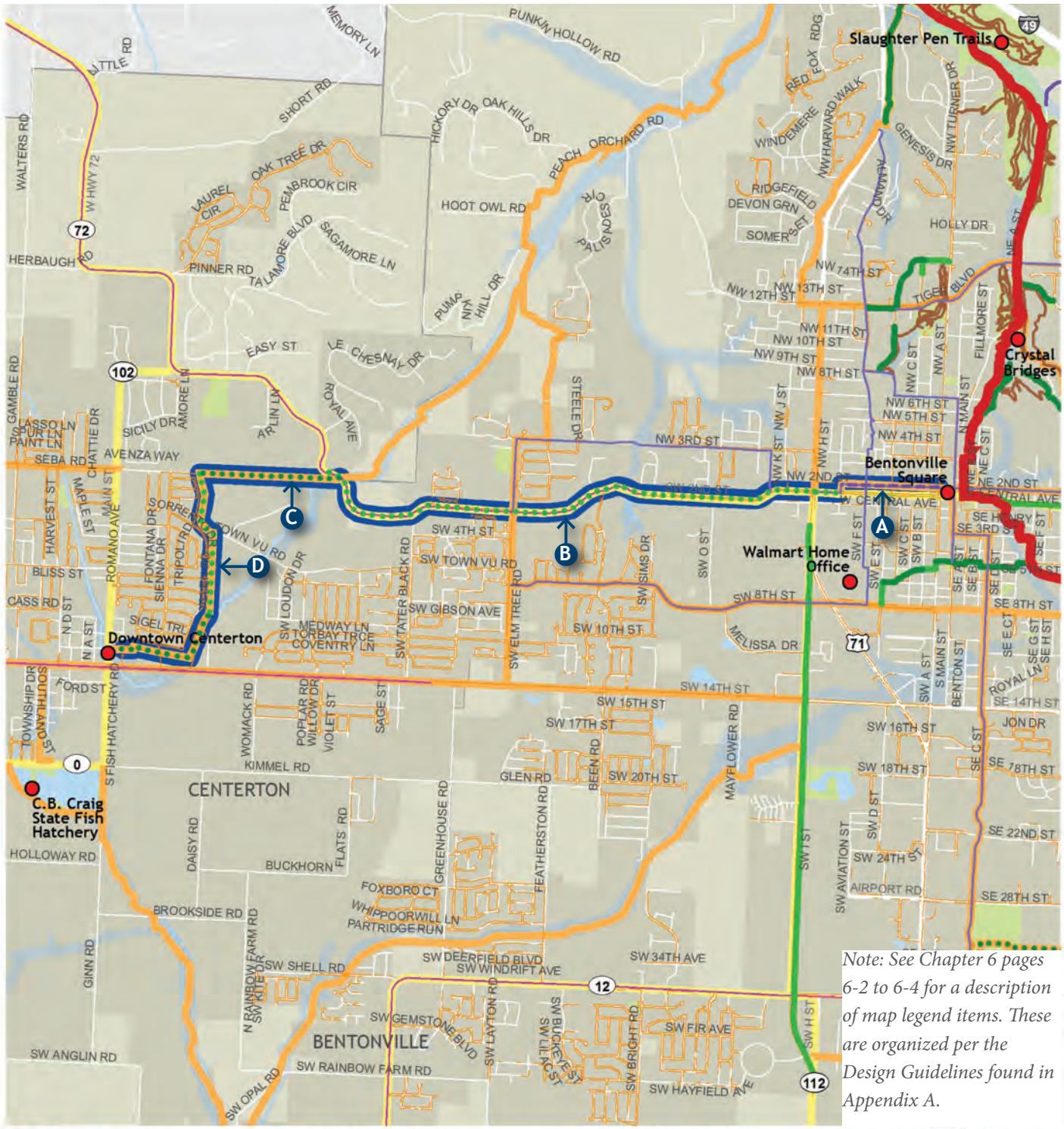
A. Bike Lanes on 2nd Street from NW A Street to alley cut-through
B. Sidepath along AR 72 from alley cut-through to McKisic Creek/AR 72
C. Shared Use Paved Trail from McKisic Creek/AR 72 to Town Vu Road
D. Sidepath/Shared Use Paved Trail (walking path upgrade) from Town Vu Road, Allen Road, to Downtown Centerton

Total Planning-Level Cost Opinion $3,226,250
(see table 5.3 for details)

Left: McKisic Creek connecting west Bentonville and Centerton.

Above: Key intersection needing improvement - Central Avenue and Walton Boulevard.

MAP 5.15 Bentonville to Centerton (2nd Street and McKisic Creek)



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

16 Rogers – North-South Connectors

From: Dixieland Road

To: Rogers Aquatics Center and Price Lane

Distance: 7.53 miles

Speed limit: N/A

Why this project is important:

» Provides two north/south links through Rogers, enhancing connectivity from Little Flock to Lowell
» Connects toward several parks (Northwest Park, Rogers Regional Sports Park)
» Connects toward several schools (Lingle Middle School, Gracie Hill Elementary School, Elmwood Middle School, Benton County School of Arts, and Rogers High School)
» Forms loop connection to the Razorback Regional Greenway via the Turtle Creek Trails and Price Lane sidepath

Recommendations

Part one (from north to south):

A. Bike Lanes/Road Diet on Dixieland Road from Hudson Street to Grace Hill Elementary School
B. Shared Use Paved Trail from Dixieland Road to 24th Street
C. Bike Lanes on 24th Street from Shared Use Paved Trail at Olive Street Park to 23rd Street
D. Bike Route on 24th Street from 23rd Street to Oak Street
E. Sidewalk on 24th Street from 23rd Street to Oak Street
F. Sidepath along Oak Street from 24th Street to 24th Street
G. Bike Lanes on 24th Street from Oak Street to Rogers Aquatic Park

Part two (from north to south):

H. Bike Lanes on 13th Street from Hudson Street to Price Lane

Total Planning-Level Cost Opinion $1,734,500
(see table 5.3 for details)

Above: Road diet opportunity along North Dixieland Road.

Left: Space for separated bicycle facilities along 13th Street.

MAP 5.16 Rogers - North-South Connectors

Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Razorback Regional Greenway
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Shared Roadway
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk
Proposed Sidewalk
Neighborhood/Park Trails

0 1 Miles N

17 Elm Springs to Tontitown Loop

From: Elm Springs

To: Tontitown

Distance: 9.1 miles

Speed limit: N/A

Why this project is important:

- Connects Elm Springs, Tontitown, and west Springdale
- Provides link to potential west Springdale loop (including connections toward Arvest Ballpark, Tyson Foods Headquarters, downtown Springdale, and the Razorback Greenway)
- Connects Lake Elmdale
- Connects Sbanotto Park
- Connects Hellstern Middle School and Har-Ber High School

Recommendations

Clockwise from Elm Springs:

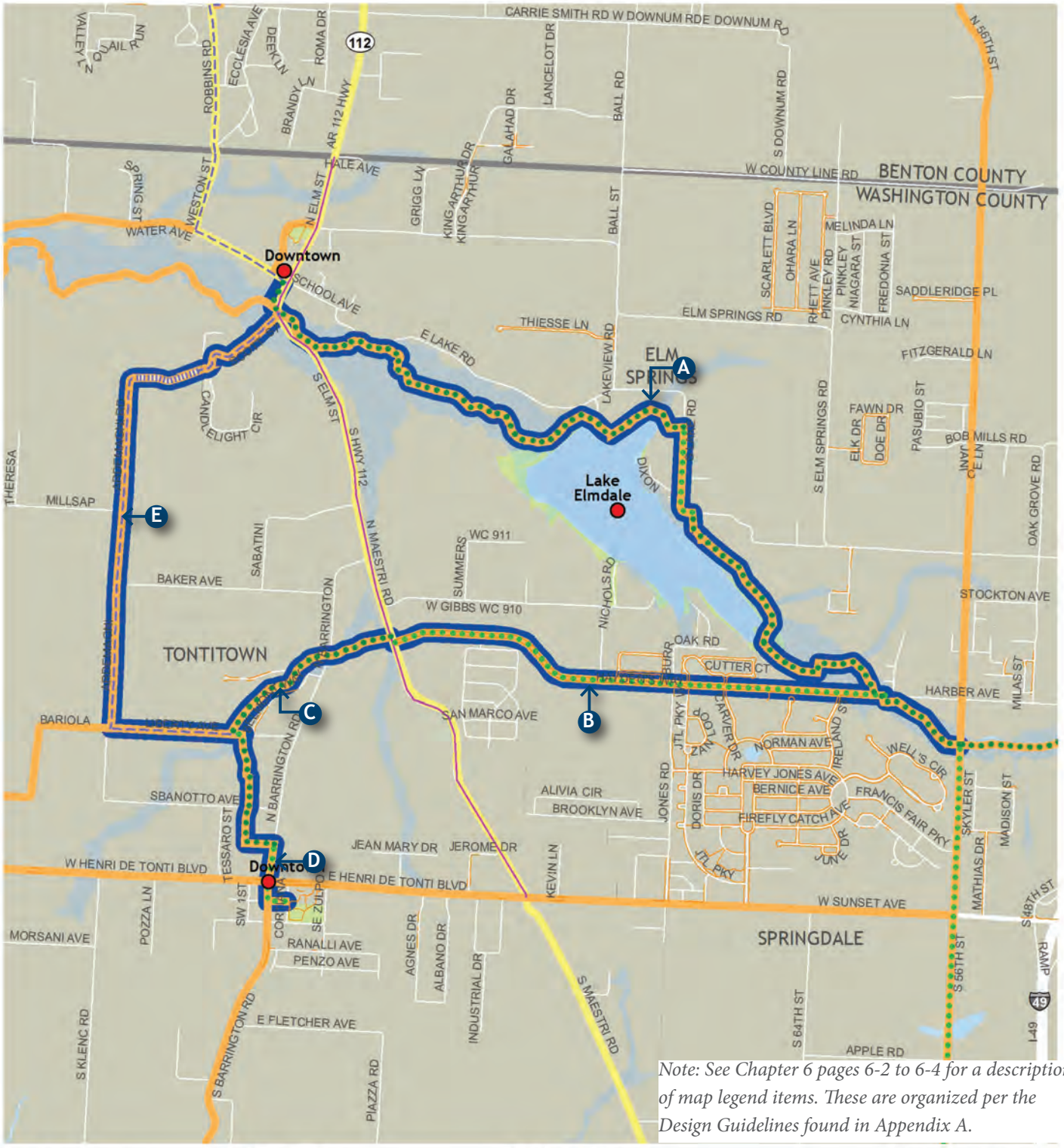
A. Shared Use Paved Trail along Brush Creek & Lake Elmdale from Elm Springs to 56th Street
B. Sidepath along Har-Ber Avenue from Brush Creek to AR 112
C. Shared Use Paved Trail from AR 112 to North Barrington Road
D. Sidepath along Sbanotto Avenue & North Barrington Road from Shared Use Paved Trail link to Sbanotto Park
E. Bike Route on Sbanotto Avenue, Ademagni Road, and Scott Street from Tontitown town center to Elm Springs town center/Brush Creek

Total Planning-Level Cost Opinion $4,554,973
(see table 5.3 for details)

Above: Trail opportunities along Lake Elmdale.

Left: Har-Ber High School in west Springdale.

MAP 5.17 Elm Springs to Tontitown Loop



Note: See Chapter 6 pages 6-2 to 6-4 for a description of map legend items. These are organized per the Design Guidelines found in Appendix A.

Catalyst Project
Regional Network
Heritage Trail
Regional Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Proposed Sidepath

Bicycle Facilities
Proposed Shared Roadway
Proposed Gravel Grinding (Shared Roadway)
Existing Shoulder

Pedestrian Facilities
Existing Sidewalk

0 1 Miles N

Catalyst Program 1: Regional Safe Routes to School (SRTS) Program

Safe Routes to School (SRTS) programs enable students to safely walk and bicycle for their school commute. SRTS includes planning, development, and implementation of projects and activities that will improve safety and reduce traffic, fuel consumption, and air pollution around schools.

Why this project is important:

Providing opportunities for children and families to benefit from daily physical activity is an important goal of this Plan. A coordinated regional SRTS program would provide materials more efficiently, reduce administrative overhead, and offer an opportunity for practitioners to share their experiences and get advice.

Local SRTS Programs

Local jurisdictions are starting to participate in formal SRTS programs. Bentonville Public Schools and Fayetteville-area schools have implemented SRTS programs, including three Bike Train groups in Fayetteville, who ride together to school. The City of Springdale has implemented SRTS infrastructure improvements. Several local cities are planning for future SRTS programs: Prairie Grove will implement a program in 2014 and Decatur has received a planning grant. Of the communities surveyed in a Community Self-Evaluation Survey as part of this Plan, 24% (5 of 21) responded that they have implemented a SRTS program within the last 18 months.

The Bicycle Coalition of the Ozarks (BCO) currently provides bicycle educational programming to third and fifth graders in Fayetteville schools and has helped schools throughout the region acquire bicycles for future programming. BCO also helps organize Walk to School days in the region.

Recommendations

- ***Hire a regional SRTS coordinator*** who will work with existing program implementers, identify funding opportunities, and provide technical assistance to schools.
- ***Create a regional SRTS Task Force*** to coordinate efforts in the region.
- ***Write School Travel Plans*** for schools that rank well under the NWA SRTS School Readiness Assessment currently underway by BCO. These plans will develop school-specific priorities for all five of the E's.
- ***Initiate a region-wide SRTS data collection effort.*** Collecting baseline student travel mode-split is particularly important to evaluating a SRTS program.
- ***Create a SRTS Funding task force to explore available funding options and identify a larger pool of available SRTS funding.*** Local foundation officers, health partners, and parents should participate, and this group should explore government grants and funding programs at the state, regional, and local level, potential for inclusion of SRTS in school district funding programs, local foundation support (such as the Endeavor and CARE foundations), business sponsors, and school-based fundraising.
- ***Coordinate SRTS grant applications*** within the region through the TAP program and other identified funding sources.

- ***Create a regional SRTS website that serves as an information clearinghouse*** with links to local and national best practices, along with guidebooks for implementing education and encouragement programs.
- ***Organize an annual SRTS summit*** to bring practitioners together to share their programs and experiences, and to discuss common issues, such as liability, scheduling, and parent concerns.
- Work with BCO to ***manage bicycle education in schools*** to provide a consistent quality of education by recommending readily-available curricula to be used with school bicycle fleets.
- ***Coordinate regional encouragement programs*** such as Walk to School or Bike to School Days with standardized outreach materials, tools for volunteer leaders, and incentives.
- ***Write school travel plans*** as recommended in the SRTS Readiness Assessment to identify infrastructure priorities and identify projects for future grant funding opportunities.

Lead Agency: Bicycle Coalition of the Ozarks and Bike Bentonville

Regional Role: Support existing and future SRTS efforts locally through a regional SRTS Task Force, develop SRTS Plan for implementing a regional SRTS program, identify funding opportunities to build local and regional programming, and assist with organizing a regional summit

Local Role: Participate in regional SRTS Task Force, apply for funding, and run programs at individual schools

Model Program: Spare the Air Youth: San Francisco Bay Area Regional SRTS program: http://www.sparetheairyouth.org/, East Central Wisconsin's SRTS program: http://eastcentralsrts.org/

The Five E's

Comprehensive Safe Routes to School programs are developed using five complementary strategies, referred to as the "Five E's":

- ***Engineering*** – Identifying and addressing physical barriers to walking and bicycling to school, including signage, striping, and facilities
- ***Enforcement*** – Strategies to deter the unsafe behavior of drivers, bicyclists and pedestrians, and encourage all road users to obey traffic laws and share the road
- ***Education*** – Educational programs that teach students bicycle, pedestrian, and traffic safety skills, and teach drivers how to share the road safely
- ***Encouragement*** – Special events, clubs, contests and ongoing activities that encourage more walking, bicycling, or carpooling through fun activities and incentives
- ***Evaluation*** – Evaluating SRTS projects and programs helps determine which programs were most effective and identifies ways to improve programs

Catalyst Program 2: Complete Streets Policy

Develop resources to support the development of complete streets policies in cities throughout the region. Complete streets policies direct transportation planners and engineers to consistently design the right of way to accommodate all users (drivers, transit riders, pedestrians, and bicyclists, as well as for older people, children, and people with disabilities).

Lead Agency: Local municipalities

Regional Role: Assemble resources and guidance on NWARPC webpage and periodically convene meetings or trainings to assist local communities to develop Complete Streets policies. Provide sample policy language.

Local Role: Adopt local complete streets policies

Sample/Model Programs:

» National Complete Streets Coalition: http://www.smartgrowthamerica.org/complete-streets
» NACTO Urban Street Design Guide: http://nacto.org/usdg/
» ITE - Designing Walkable Urban Thoroughfares: A Context Sensitive Approach: http://www.ite.org/css/RP-036A-E.pdf

Sample Complete Streets Resolution for NWA Communities:

WHEREAS Complete Streets are important for our community's economy, health, mobility, and quality of life for residents, businesses and visitors,

LET IT BE RESOLVED that [Municipality / Adopting body] hereby recognizes the importance of creating Complete Streets that enable safe travel by all users, including pedestrians, bicyclists, transit riders and motorists, and people of all ages and abilities, including children, youth, families, older adults, and individuals with disabilities.

BE IT FURTHER RESOLVED that [Municipality / Adopting body] affirms that Complete Streets infrastructure addressing the needs of all users can be incorporated into all planning, design, approval, and implementation processes for construction, reconstruction, retrofit, maintenance, alteration, or repair of streets, bridges, or other portions of the transportation network; provided, however, that such infrastructure may be excluded, upon written approval by [insert senior manager, such as City Manager or the head of an appropriate agency], where documentation and data indicate that: 1. Use by non-motorized users is prohibited by law; 2. The cost would be excessively disproportionate to the need or probable future use over the long term; 3. There is an absence of current or future need; or 4. Inclusion of such infrastructure would be unreasonable or inappropriate in light of the scope of the project.

BE IT FURTHER RESOLVED that the head of each affected agency or department should report back to the [Adopting body] [annually / within one year of the date of passage of this resolution] regarding: the steps taken to implement this Resolution; additional steps planned; and any desired actions that would need to be taken by [Adopting body] or other agencies or departments to implement the steps taken or planned.

BE IT FURTHER RESOLVED that a committee is hereby created, to be composed of [insert desired committee composition] and appointed by [the Mayor / President of adopting body / other], to recommend short-term and long-term steps, planning, and policy adoption necessary to create a comprehensive and integrated transportation network serving the needs of all users; to assess potential obstacles to implementing Complete Streets in [Municipality]; and to suggest revisions to the [insert name of Municipality's comprehensive plan equivalent], zoning code, subdivision code, and other applicable law.

Catalyst Program 3: Non-Motorized Transportation Training for Engineers and Planners

Develop training sessions for engineers and planners covering best practices for bike and pedestrian improvements. The Fayetteville City Trails Coordinator provides regular training to city staff. NWARPC can organize and convene similar trainings to benefit staff from communities throughout the region. Example activities include:

- Training sessions that reflect the latest design guidance for bicycle and pedestrian improvements, including those contained in the design guidelines developed as part of this Plan.
- Study tours that take transportation engineers and planners to some of the most bicycle-friendly areas of the world and offer immersion experiences to understand how the infrastructure was conceived and implemented.
- Invite international experts to work with staff in visioning charrettes and context-sensitive solutions.

Webinars or other digital options might be particularly useful to facilitate regular exchange of ideas throughout NWA. These solutions would allow professionals to regularly meet and share lessons learned or barriers encountered. Webinars or in-person trainings could also allow transportation professionals to interact with national innovators such as the Congress for New Urbanism (CNU) or the Initiative for Bicycle & Pedestrian Innovation (IBPI) from Portland State University.

Lead Agency: NWARPC

Regional Role: Coordinate regional trainings and plan logistics; establish a regional conference call/webinar system to check on progress; establish a regional email distribution list to encourage communication between participants

Local Role: Attend trainings convened by NWARPC. Support NWARPC in planning trainings.

Sample/Model Programs:

- FHWA Bike and Pedestrian Webinars: http://safety.fhwa.dot.gov/ped_bike/ped_focus/webinar.cfm
- The Kickstand Sessions- Copenhagenize Design Company/ Mobycon: http://kickstandsessions.com
- ThinkBike- Dutch Cycling Embassy: http://www.dutchcycling.nl/index.cfm?page=ThinkBike+workshops
- The Green Lane Project- People for Bikes: http://www.peopleforbikes.org/green-lane-project/pages/events
- Initiative for Bicycle & Pedestrian Innovation at Portland State University: http://www.pdx.edu/ibpi/professional_development

IMPLEMENTATION PLAN

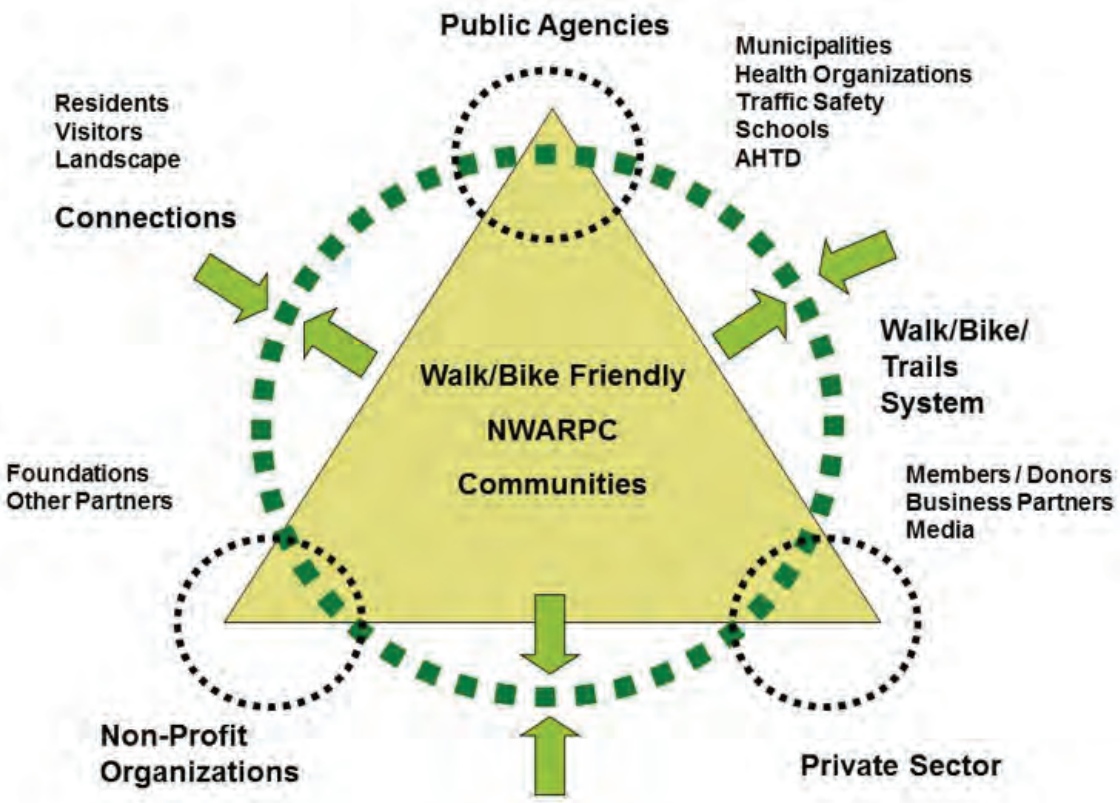
2013-2016 Tip Projects

The 2013-2016 TIP project list overlaps the bicycle and pedestrian network in each project location. The following map shows these specific locations from the regional perspective. All future TIP projects should incorporate future bicycle and pedestrian network considerations where a new project will affect existing and recommended bicycle and pedestrian facilities. Retrofitting major roadway projects is cost prohibitive, and the NWA region will save significant time and resources by considering these investments in anticipation of each TIP project as a key part of the overall implementation strategy.

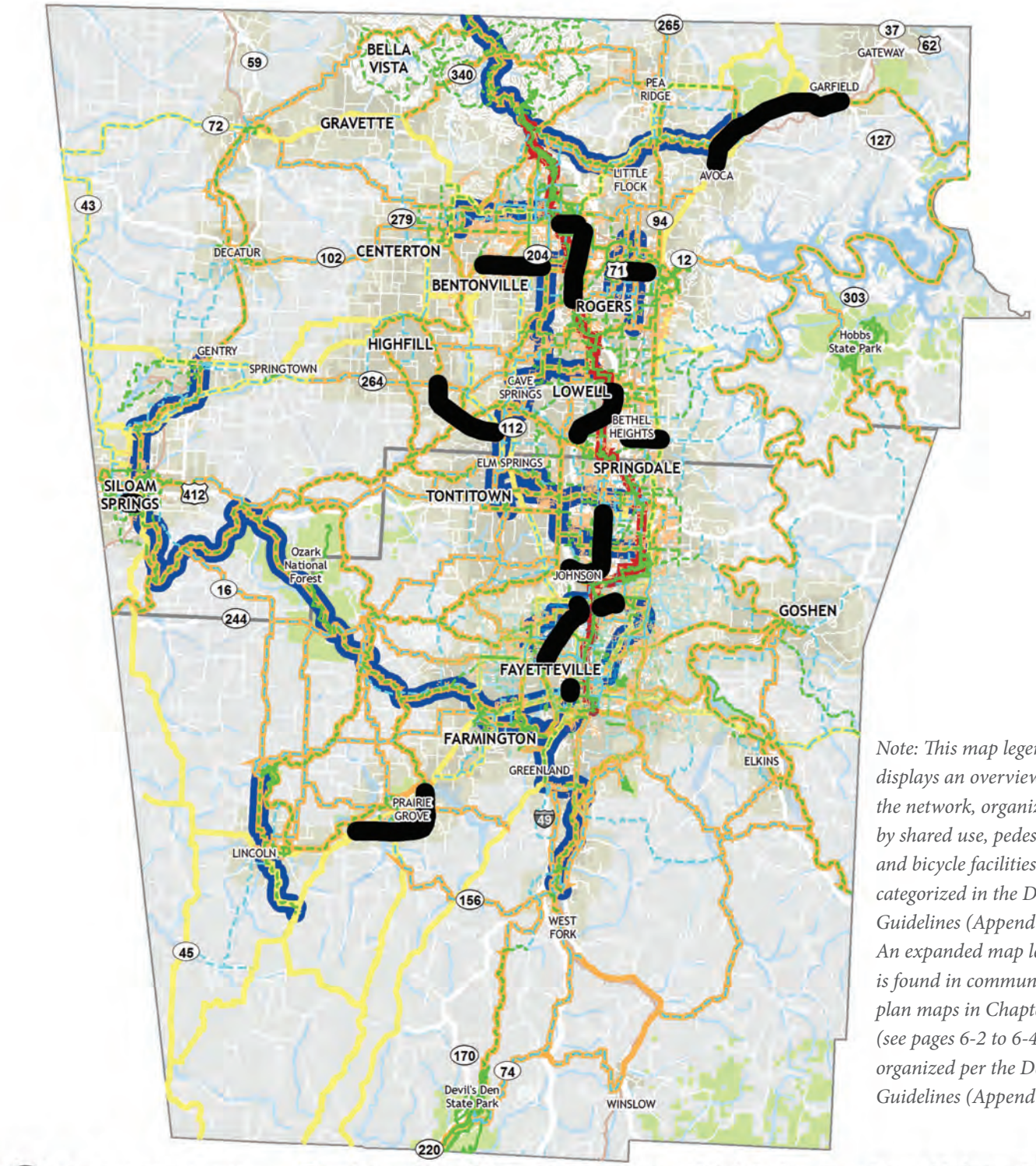
Implementation Strategy

Implementation of the NWA Regional Bicycle and Pedestrian Master Plan will happen in phases. Short-term, 'early win' projects are already in progress with funding pursued from available sources. In the mid-term, projects can be funded by implementation as 'stand-alone' projects funded from current sources, and by integration as complete streets elements within larger capital and maintenance programs. In the long term, new funding sources can be identified and developed to expand the region's existing public-private partnership efforts.

To become a great place for active mobility, a balanced approach to all of the E's (engineering, education, encouragement, enforcement, evaluation and equity) is important. This balance can be achieved by capitalizing on the region's existing efforts by building the 'key triangle' of support, as illustrated below:



MAP 5.18 2013-2016 TIP Projects



Note: This map legend displays an overview of the network, organized by shared use, pedestrian, and bicycle facilities as categorized in the Design Guidelines (Appendix A). An expanded map legend is found in community plan maps in Chapter 6 (see pages 6-2 to 6-4), also organized per the Design Guidelines (Appendix A).

With this triangle as a foundation, the shared roles of NWARPC, as a regional coordinating organization, will be supported by local actions in each community, in collaboration with partners from throughout NWA. It is essential to recognize that the strength of these partnerships is in the ability to provide more than just money: volunteer time, in-kind services, media sharing, networking, integration into existing efforts, political support and other contributions are also valuable.

At the same time, it is important to be realistic about potential funding resources. The current federal funding program (MAP-21) provides Metropolitan Planning Organizations (MPOs) with the flexibility to shift funds from each major funding program to fit the priorities of the region. Bicycle and pedestrian projects are eligible for most major federal transportation funding programs, and establishing a set percentage of Surface Transportation Program and Highway Safety Improvement Program funding that will be dedicated to bicycle and pedestrian projects can help align policy goals with spending. As the region's MPO, NWARPC distributes funds via a competitive grant process. Targets for bicycle and pedestrian investments can either be built into the terms of the competitive grant process for STP and HSIP; or at the state level, Arkansas DOT can transfer up to 50% of funds from these sources into the Transportation Alternatives Program (TAP).

Based on 2014 funding, the NWARPC Region's transportation funding includes the following annual funding resources available from current federal funding programs:

- Transportation Alternatives Program (TAP) - $471,702 (NWARPC Policy Committee)
- Surface Transportation Program (STP-A) - $6,894,191 (NWARPC Policy Committee)
- Surface Transportation Program (STP) - $12,427,000 (AHTD)

It is important to note that the current federal transportation funding program, known as MAP-21, is due for re-authorization in 2014. While it is not certain that past funding levels will be continued, decreased or increased, the level of 2014 federal funding will be considered a baseline, along with a 3.95% annual funding growth rate. If the full amount of TAP funds ($0.471m) is made available, and if approximately 10% of the STP / STP-A funds ($1.9m) are utilized for bike/pedestrian elements of complete streets projects, approximately $2.371 million can be made available annually to fund the region's active mobility program. If these funds are available on an 80/20 federal match, approximately $0.474 million would be required annually for the local share of this funding amount. Over a decade, implementing this level of funding would result in a more than $20 million investment in walking, bicycling and trail projects.

The federal funding program is an important resource, but it is not the only source of funding for active mobility in the NWA region. Clearly, the $30 million dollar Razorback Regional Greenway project has demonstrated that the region's partners have the ability to develop major catalytic efforts. It is important to note that the private foundation funding for that project was identified before the federal funding source (TIGER II) had even been announced. A key lesson from the Razorback initiative is that having a plan, getting projects 'shovel ready' and being prepared for future funding resources will help position the NWA region for continued success. The specifics of future funding sources may not be known at this time, but good projects ultimately find the resources to get built. For the purposes of this Plan, a combination of public (including state, federal and municipal), private and non-profit resources is recommended for long term implementation.

20-Year Financial Plan

The key benchmarks for implementation for this Plan are identified as a phased approach. Based on the proposed list of catalyst projects, the following factors have been considered in developing the region's implementation strategy:

1. Funding availability
2. Integration with other programmed transportation improvements,
3. Eliminating immediate gaps or safety hazards and
4. Ensuring that the system grows rationally rather than as a series of disconnected pieces over time.

The catalyst project list and 20-year Financial Plan identifies funding requirements by year for the life of this Plan, along with estimates of local matching funds. This includes estimates of operating and maintenance costs that are usually borne by local governments. For planning purposes, maintenance of on-street facilities (sidewalks, shoulders, bike lanes, crossings, etc.) are considered as routine costs that will be integrated into municipal budgets. Maintenance of the region's greenway system is currently considered a local responsibility, but future options include developing a maintenance endowment and/or a regional parks and recreation management organization. A Phase 1 Implementation Plan for fundable, catalyst projects over the next five years is shown along with an unconstrained implementation plan for the next 20 years. NWARPC will be able to add these projects to the Transportation Improvement Program and 2045 NWA Regional Transportation Plan.

17 Catalyst Projects: As described in Table 5.3, the 17 catalyst infrastructure projects require an investment of an estimated $70.1 million. Assuming that this investment would bring the region from the existing (baseline) mode share (and corresponding monetized benefits identified in Table 2.2) to the low-end scenario, this investment would result in nearly a 2 to 1 benefit to investment ratio over 20 years, though the benefits of this investment will continue well beyond a 20 year timeframe. See Table 5.4 below:

To put the $70 million catalyst project investment in perspective of other transportation projects, AHTD recently invested $79 million for a single project (to upgrade I-49 from the interchange at I-40 to the interchange at Hwy 22/ Rogers Ave). http://www.thecitywire.com/node/25887#.U771DfldWrg

Table 5.4- Catalyst Project Benefits and Investment Scenarios*

	10 Year Implementation		20 Year Implementation
17 Catalyst Projects	$ 70,145,004		$ 70,145,004
Annual Investment	$7,014,500		$3,507,250
Annual Benefits[2]	$13,184,996		$13,184,996**
Benefit/Investment Ratio			1.88
Investment Scenario			
17 Catalyst Projects	$ 70,145,004		$ 70,145,004
TAP Funds	$4,717,020		$9,434,040
10% of STP-A and STP	$19,321,191		$38,642,382
Additional Investment	**$46,106,793**		**$22,068,582**
Additional Annual Investment	**$4,610,679**		**$1,103,429**

** Note – The region applies a 3.95% growth rate based on inflation, which would apply to both project costs and available funding.*

*** Note - Annual benefits assumes moving from baseline to low scenario in Table 2.2. The full annual benefits are not realized until the last year in the 20 year implementation scenario. A 10 year timeframe would allow for the full annual benefits to be realized for an additional 10 years as compared to the 20 year implementation scenario.*

Regional Network: Implementation of the entire regional network identified in this plan requires an investment of an estimated $300 million (refer to Appendix J). The estimated benefits would also exceed the investment over a 20 year period by a ratio of 1.35 to 1, again with the benefits continuing beyond the 20 year timeframe. The regional network could be implemented over a 20 year timeframe with an annual investment of approximately $13 million per year. Increasing this annual investment to $28 million would allow the regional network to be fully implemented within 10 years. See Table 5.5 below:

Table 5.5 – Regional Plan (Regional Network only) Benefits and Investment Scenarios*

	10 Year Implementation		20 Year Implementation
Regional Network	**$300,813,102**		**$300,813,102**
Annual Investment	$30,081,310		$15,040,655
Annual Benefits[3]	$40,737,254		$40,737,254**
Benefit/Investment Ratio			1.35
Investment Scenario			
Regional Network	$300,813,102		$300,813,102
TAP Funds	$4,717,020		$9,434,040
10% of STP-A and STP	$19,321,191		$38,642,382
Additional Investment Required	**$276,774,891**		**$252,736,680**
Additional Annual Investment	**$27,677,489**		**$12,636,834**

** Note – The region applies a 3.95% growth rate based on inflation, which would apply to both project costs and available funding.*

*** Note - Annual benefits assumes moving from baseline to medium scenario in Table 2.2. The full annual benefits are not realized until the last year in the 20 year implementation scenario. A 10 year timeframe would allow for the full annual benefits to be realized for an additional 10 years as compared to the 20 year implementation scenario.*

Entire Regional Plan: Similarly, while implementation of the entire network (regional network plus local projects identified in individual community plans) requires an investment of an estimated $534 million, the estimated benefits would also exceed the investment over a 20 year period by a ratio of nearly 1.34 to 1, again with the benefits continuing beyond the 20 year timeframe. All of the infrastructure projects in this Plan could be implemented over a 20 year timeframe with an annual investment of approximately $24 million per year. Approximately doubling this annual investment to $51 million would allow the Plan to be fully implemented within 10 years. See Table 5.6 below.

Table 5.6 - Regional Plan (Full Implementation) Benefits and Investment Scenarios*

	10 Year Implementation		20 Year Implementation
Full Implementation	**$534,057,111**		**$534,057,111**
Annual Investment	$53,405,711		$26,702,856
Annual Benefits[4]	$71,630,196		$71,630,196**
Benefit/Investment Ratio			1.34
Investment Scenario			
Full Implementation	$534,057,111		$534,057,111
TAP Funds	$4,717,020		$9,434,040
10% of STP-A and STP	$19,321,191		$38,642,382
Additional Investment Required	**$510,018,900**		**$485,980,689**
Additional Annual Investment	**$51,001,890**		**$24,299,034**

** Note – The region applies a 3.95% growth rate based on inflation, which would apply to both project costs and available funding.*

*** Note - Annual benefits assumes moving from baseline to high scenario in Table 2.2. The full annual benefits are not realized until the last year in the 20 year implementation scenario. A 10 year timeframe would allow for the full annual benefits to be realized for an additional 10 years as compared to the 20 year implementation scenario.*

As indicated in Tables 5.4, 5.5 and 5.6, current TAP funding is insufficient to cover the level of investment required to realize the benefits of the 17 catalyst projects or implementation of this Plan. Dedicating a portion of STP funds to projects that facilitate walking and bicycling can help close this gap, with additional funding potentially coming from other grants or private support. It is important to note that a significant amount of the regional and local networks identified in this Plan can be implemented as 'complete streets' elements during routine repaving, maintenance and infrastructure projects. Since approximately 10-15% of the region's roadways are resurfaced in a typical year, the on-road elements of this Plan can be completed over time in this manner.

Each community, the county, state, and other infrastructure agencies can support this process by reviewing projects prior to the construction season. Low-cost improvements including re-striping, signage and road diets can often be done at little or no additional cost, while integrating sidewalks, ADA compliant crossings or separated paths may require additional funding. At the same time, it is much more cost effective to integrate these elements into existing projects due to the saving associated with being part of a larger project. If 10-15% of the regional network is repaved each year, and one third of these projects include cost-neutral 'sign and stripe' projects, it is reasonable to assume that 30% of the region's on-road network can be accomplished as part of ongoing Complete Streets efforts within the next 10 to 20 years. It is for this reason that adopting a Complete Streets policy at the regional as well as local level is identified as a Catalyst Program earlier in this chapter.

For the purposes of this Plan, a reasonable strategy could be to assume that 25% of the network will be funded by TAP/Federal Funding, 30% as part of Complete Streets, 25% through private/philanthropy, and 20% by local community matching funds. This potential breakdown of investment sources is provided as an example only and could vary or change over time. One potential source of local funding is the statewide temporary ½ cent sales tax which took effect July of 2013. Fifteen percent of this revenue goes to local cities to spend at their discretion on any transportation project. Some cities in the region are establishing policies that a portion of this sales tax revenue be spent on trails or other pedestrian and bicycle improvements.

Table 5.7 - Project Cost by Facility Type for the Regional Plan (Regional Network and Entire Plan)

Facility Type	Miles	Unit Cost	Construction Cost	Planning/ Design/ Engineering (20% of Construction)	Contingency (15% of Construction)	Total Cost
Regional Network						
Shared Use Path	128	$481,000	$61,568,000	$12,313,600	$9,235,200	$83,116,800
Sidepath	161	$481,000	$77,441,000	$15,488,200	$11,616,150	$104,545,350
Natural surface trails	269	$121,000	$32,549,000	$6,509,800	$4,882,350	$43,941,150
Separated bikeways	53	$200,000	$10,600,000	$2,120,000	$1,590,000	$14,310,000
Shared roadway	212	$25,070	$5,314,840	$1,062,968	$797,226	$7,175,034
Shoulder improvement	170	$200,000	$34,000,000	$6,800,000	$5,100,000	$45,900,000
Sidewalk	8	$168,960	$1,351,680	$270,336	$202,752	$1,824,768
Total						$300,813,102
Full Implementation						
Shared Use Path	232	$481,000	$111,592,000	$22,318,400	$16,738,800	$150,649,200
Sidepath	297	$481,000	$142,857,000	$28,571,400	$21,428,550	$192,856,950
Natural surface trails	342	$121,000	$41,382,000	$8,276,400	$6,207,300	$55,865,700
Separated bikeways	154	$200,000	$30,800,000	$6,160,000	$4,620,000	$41,580,000
Shared roadway	490	$25,070	$12,284,300	$2,456,860	$1,842,645	$16,583,805

6 INDIVIDUAL COMMUNITY ACTION PLANS

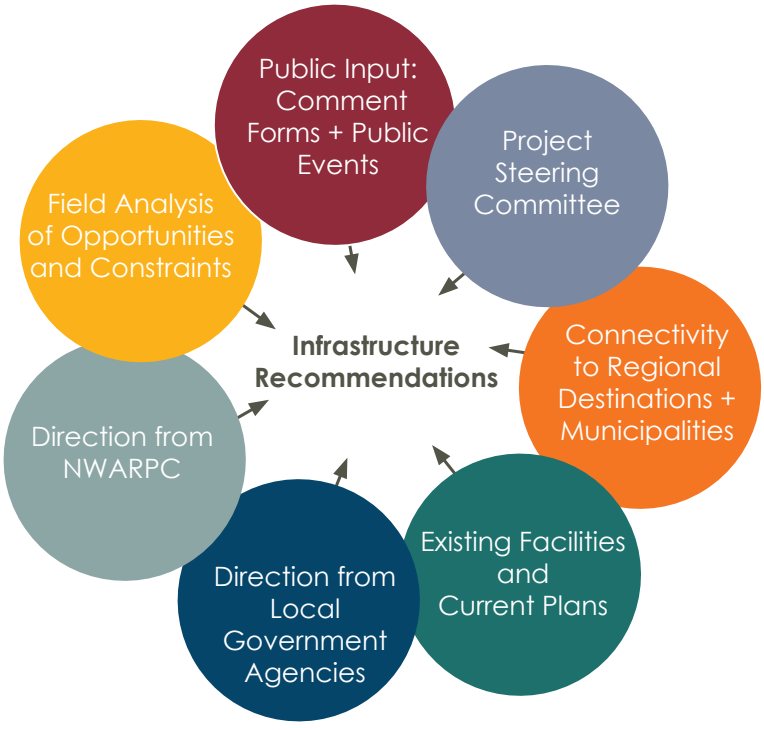
Chapter Contents:

COMMUNITY PLANS OVERVIEW

This section details existing and proposed bicycle and pedestrian transportation and recreation facilities for the 25 NWA communities with a population of 1,000 or more. The network includes on-road and off-road facilities such as shared use paved trails, separated bikeways, sidewalks, and shared roadways. This section also covers the methodology for developing the network, descriptions of the facility types, and maps and descriptions by community.

Methodology

The recommended bicycle and pedestrian network was designed by assembling all existing recommendations and information from current plans and studies. A thorough analysis with geographic information systems and fieldwork was conducted to examine the region for recommendations. These components combined with public input from local officials and community members were essential building blocks for these plans. A summary of inputs is shown below.



Facility Types

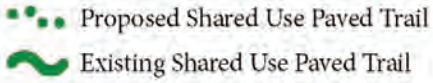
A variety of facilities are recommended due to the range of skill and comfort levels among bicyclists and pedestrians, and the range of existing conditions across the landscape of NWA. One facility type will not fit all roadways or contexts because of variations in roadway configurations and land use; thus a toolbox of facility types is used. These recommendations are at a planning level only and will require further analysis before implementation.

The symbols below represent different facility types in the detailed community maps throughout this section. These are based on the Design Guidelines found in Appendix A.

Shared Use Facilities

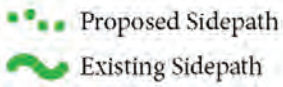
Shared Use Paved Trails

A shared-use path (also known as a greenway) allows for two-way, off-street bicycle use and also may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users. These facilities are frequently found in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. Path facilities can also include amenities such as lighting, signage, and fencing (where appropriate). Existing and proposed facilities are symbolized in the recommendations maps as shown to the right. Further details on shared use paved trails are found in the Design Guidelines in Appendix A.



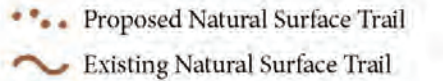
Sidepath

Sidepaths are a type of shared use paved trail that run adjacent to a street. Because of operational concerns, it is generally preferable to place paths within independent rights-of-way away from roadways. However, there are situations where existing roads provide the only corridors available. Sidepaths are most appropriate in corridors with few driveways and intersections. Existing and proposed sidepaths are distinguished in the recommendations maps as shown to the right. Further details on sidepaths are found in the Design Guidelines in Appendix A.



Natural Surface Trail

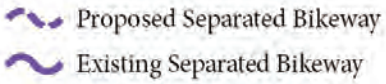
Typically found in more rural settings, these are unpaved shared use paved trails that can offer mountain biking, hiking, and long distance trail connection opportunities separated from roadways. Adventurous opportunities for this type of trail are found criss-crossing scenic stretches of NWA, a region quickly becoming known for mountain biking and trails. Existing and proposed facilities are symbolized in the recommendations maps as shown to the right. Further details on natural surface trails are found in the Design Guidelines in Appendix A.



Bicycle Facilities

Separated Bikeway

Designated exclusively for bicycle travel, separated bikeways are segregated from vehicle travel lanes by striping, and can include pavement stencils and other treatments. Separated bikeways are most appropriate on arterial and collector streets where higher traffic volumes and speeds warrant greater separation. Symbolized as shown to the right in the recommendations maps, cycle tracks, buffered bike lanes, and bike lanes fall under this category. Further details on separated bikeways are found in the Design Guidelines in Appendix A.



Shared Roadway

Proposed Shared Roadway
Existing Shared Roadway
Proposed Gravel Grinding (Shared Roadway)

On shared roadways, bicyclists and motor vehicles use the same roadway space. These facilities are typically used on roads with low speeds and/or traffic volumes, however, they can be used on higher volume roads with wide outside lanes or shoulder. A motor vehicle driver will usually have to cross over into the adjacent travel lane to pass a bicyclist, unless a wide outside lane or shoulder is provided.

Shared roadways employ a large variety of treatments from simple signage and shared lane markings to more complex treatments including directional signage, traffic diverters, chicanes, chokers, and/or other traffic calming devices to reduce vehicle speeds or volumes.

Symbolized as shown to the left, signed and marked shared roadways as well as bicycle boulevards fall under this category. For further details on shared roadways, see the Design Guidelines found in Appendix A.

Gravel Grinding Route: This type of shared roadway uniquely describes bike routes along dirt/gravel roads in rural parts of NWA. These routes serve as flat and scenic 'gravel grinding' opportunities often found on very low traffic volume roads connecting rural NWA destinations. Gravel grinding routes can be thought of as a hybrid between longer distance bicycling and mountain biking. Proposed bike routes found along rural dirt/gravel roads are represented in the lighter, tan color shown to the left.

Shoulder Bikeway

Proposed Shoulder Improvement
Existing Shoulder

Typically found in less-dense areas, shoulder bikeways are paved roadways with striped shoulders (4'+) wide enough for bicycle travel. Shoulder bikeways often, but not always, include signage alerting motorists to expect bicycle travel along the roadway. Shoulder bikeways should be considered a temporary treatment, with full bike lanes planned for construction when the roadway is widened or completed with curb and gutter. This type of treatment is not typical in urban areas and should only be used where constraints exist. Shoulder bikeways are lumped under the Separated Bikeway category in the Design Guidelines found in Appendix A, but are separated into their own category for clarity in the community plans.

Furthermore, as roadways are widened to accommodate increasing traffic volumes, upgrades to road-separated sidepaths should be considered for previous shoulder improvement recommendations. Design for the future expansion of AR 112 should strongly consider incorporating sidepaths along the length of the project.

Pedestrian Facilities

Sidewalk

Sidewalk
Proposed Sidewalk

Sidewalks are the most fundamental element of the walking network, as they provide an area for pedestrian travel that is separated from vehicle traffic. Sidewalks are typically constructed out of concrete and are separated from the roadway by a curb or gutter and sometimes a landscaped planting strip area. Sidewalks are a common application in both urban and suburban environments. Existing and proposed facilities are symbolized in the recommendations maps as shown to the right. Further details on sidewalks are found in the Design Guidelines in Appendix A.

Neighborhood/Park Trails

Some neighborhood/park trails are identified on the maps as shown to the left adn do not fit perfectly into any category. At the very least, these are pedestrian facilities with varying widths and surface types, and some of these are also appropriate for bicycle travel.

Regional Network

The Regional Network is outlined in black lines as shown to the right. These routes connect regional destinations and communities across NWA.

The Razorback Regional Greenway (symbolized in red) composed of shared use paved trails, sidepaths, and cycle tracks forms the heart of this network, currently linking Lake Bella Vista through south Fayetteville.

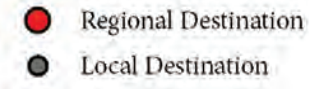
The Heritage Trail offers a connection between history and alternative transportation and recreation in each part of NWA. The Heritage Trail will evolve as a core component of the regional network as communities and destinations are connected. The Heritage Trail is comprised of the Trail of Tears, Butterfield Stage Coach route, and Civil War routes.

Crossing improvement

Key crossing improvements are identified in each community at important places in the bicycle and pedestrian network. Crossing improvement needs will range from crosswalk, curb, signal, ramp, lighting, and other design needs (see recommendations specific to intersections for shared use, bicycle, and pedestrian specific contexts in the Design Guidelines in Appendix A).

Destinations

Along with schools, local and regional destinations are identified in each community. These are generally composed of downtown centers, parks, libraries, museums, entertainment, employment, commercial areas, and other attractions throughout the region. These can be considered stepping stones for the regional and local networks.



Programs

Each community plan includes a summary of programmatic recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community. *Note that Bentonville and Fayetteville have already recieved Bronze status. Their plans refer to Silver (short-term), Gold (medium-term), and Platinum (long-term).

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

It is important to note that the recommendations in this plan are part of a specific context with a multitude of variables that evolve over time. As implementation opportunities arise, flexibility must be afforded for the proper facility selection to ensure the most effective and efficient use of resources. A specific example of this would be a community opting to build a sidepath rather than bike lanes where this option would better meet the needs of the community.

BELLA VISTA WALK/BIKE ACTION PLAN

OVERVIEW

Bella Vista is a suburban community in northern Benton County whose city limits border Bentonville, Gravette, Pea Ridge, and Missouri. Bella Vista has a population of approximately 27,000 throughout 46 square miles of the Ozark Mountains. Strong opportunities for bicycle and pedestrian improvements include extending the Razorback Regional Greenway north to the Missouri border, and developing east-west links to this future extension. A 2010 Draft Trail Master Plan identified opportunities to link destinations throughout Bella Vista, including to the existing natural surface mountain biking/hiking trails at Blowing Springs. A 2014 Trail Master Plan effort is underway to continue planning and development of the trail network.

Regional Destinations

- Blowing Springs Trails
- Town Center

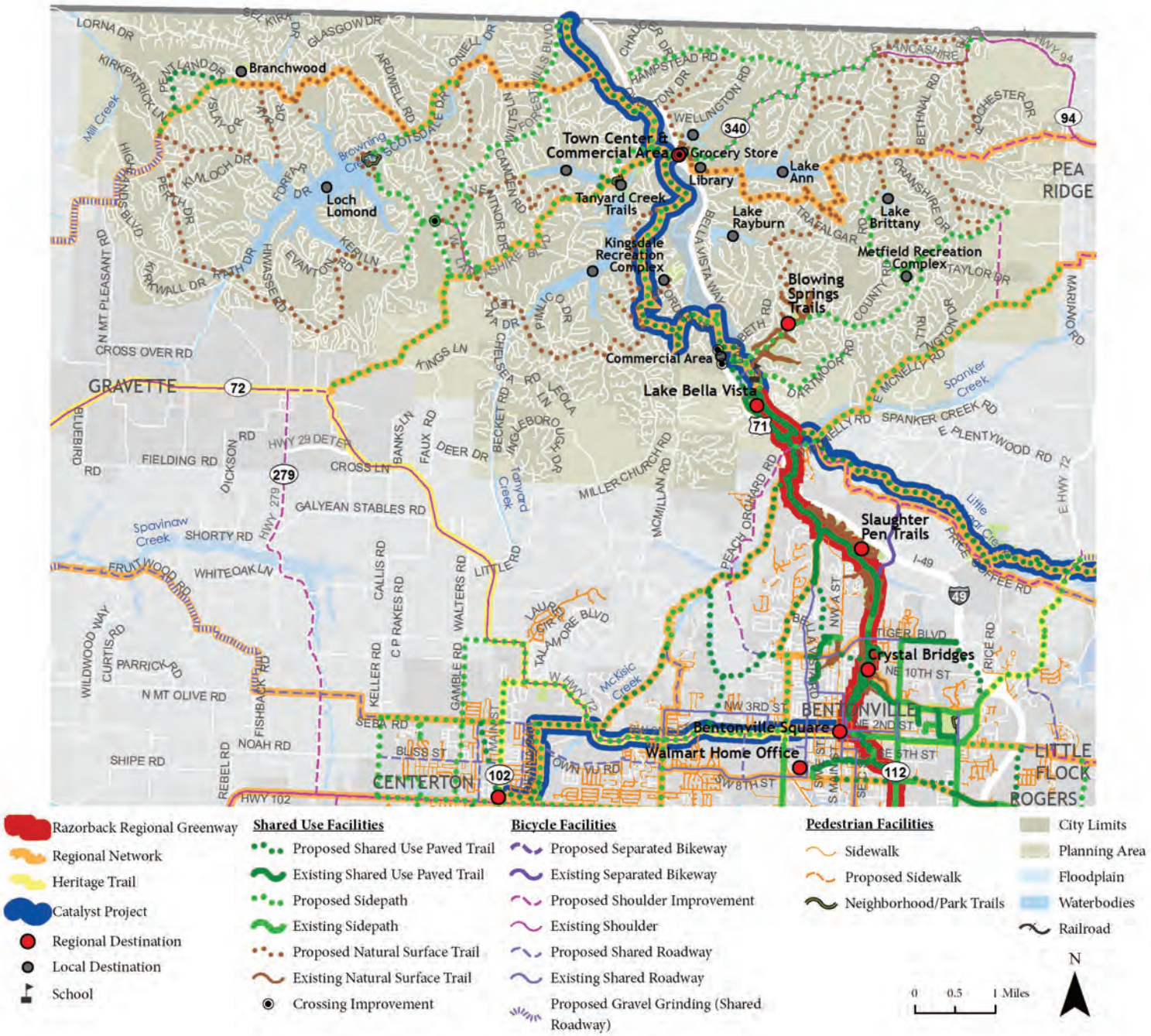
Other Key Destinations

- Recreation Complexes - Kingsdale and Metfield
- Seven Lakes (Ann, Avalon, Brittany, Lomond, Norwood, Rayburn, Windsor)
- Grocery store – Harp's
- Library
- Tanyard Creek Trails
- Commercial areas
- Branchwood (former golf course)

Clockwise from upper left: Sidepath opportunities along roadway corridors; Blowing Springs Trails; Trail opportunities along POA lands, valleys, and creeks

REGIONAL LOCATION MAP

MAP 6.1 BELLA VISTA COMMUNITY PLAN



Key Needs & Recommendations for Bella Vista

Topic	Key Needs & Notes
Regional Needs	» Extend Razorback Regional Greenway north from Lake Bella Vista to the Missouri border » Develop links to Blowing Springs trails » Develop links to Bella Vista's town center » Connect to Pea Ridge, Gravette, Centerton, and Bentonville
Other Key Needs	» Develop links to seven lakes and access areas » Connect to Branchwood and develop trail system » Link residential areas to central north/south corridor » Link to grocery store and local library » Develop links to Recreation Complexes » Build upon Draft 2010 Master Trail Plan
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Bella Vista does not currently have a sidewalk network. Develop sidewalks as needed, likely to be minimal due to opportunities for shared use paved trail development.
Intersections	» US 71 Crossings: US 71 is a high speed, high traffic volume roadway barrier north/south through Bella Vista. Crossing opportunities at signalized intersections, over-crossings, and under-crossings of the highway should be explored.
On-Street Bike Facilities	» On-street bike facilities will be minimal in Bella Vista due to its unique geography, POA lands, and its physical layout.
Shared Use Facilities	» Shared Use Paved Trails and Sidepaths: Geography, existing pattern of development, roadway configurations, and POA property are factors that have created possibilities for an extensive shared use paved trail and sidepath network. A 2010 Draft Master Trail Plan shows a network of trails utilizing roadway corridors and POA land to connect destinations throughout Bella Vista. Master Planning efforts are underway in 2014 to solidify this network and next steps for trail network development. Key components of this network include: » Razorback Regional Greenway to Missouri border: This extension will link Lake Bella Vista to the Missouri border, generally along Little Sugar Creek and the US 71 corridor. » East/West Connections: Similar to the watershed and roadway network, east/west bicycle and pedestrian opportunities should funnel toward a future northern extension of the Razorback Regional Greenway, weaving throughout destinations and neighborhoods.
Other Topics	**Notes**
Multi-Modal Connections	» Bella Vista is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail does not connect through Bella Vista.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Bella Vista
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Bella Vista
Complete Streets Policy	Medium	City of Bella Vista
ADA Transition Plans	Medium	City of Bella Vista
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Bella Vista, POA
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Bella Vista, POA
Education		
Network with existing capacity in NWA	Medium	City of Bella Vista, POA, City of Fayetteville, City of Bentonville, City of Rogers, Bike Bentonville, BCO, IMBA, FAST
Encouragement		
Walking and Biking Promotion Activities	Short	City of Bella Vista, POA, Bella Vista Bike Club
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Bella Vista, POA
Bike and Walk Month	Medium	City of Bella Vista, POA, Bella Vista Bike Club
Mountain Bike Trail Network Development	Medium	City of Bella Vista, POA, FAST, IMBA
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Bella Vista Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Bella Vista Law Enforcement
Bike and Foot Patrol Units	Medium	City of Bella Vista Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Bella Vista
Evaluation		
Active Transportation Committee Evolve with/from Recreation Committee	Short	NWARPC, City of Bella Vista, POA
Bicycle, Pedestrian, and Trail Count Program	Short	City of Bella Vista, POA
Walking, Bicycling and Trails Report Card	Medium	City of Bella Vista, POA
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Bella Vista, POA

BENTONVILLE WALK/BIKE ACTION PLAN

OVERVIEW

Bentonville is fourth the largest city in NWA with a population of 38,284 that has nearly doubled since 2000. Urban to suburban development is found throughout its city limits that cover 31 square miles. The City of Bentonville has been a leader in bicycle and pedestrian network development, with a developing trail network of over 40 miles of shared-use paths, sidepaths, and natural surface trails. Bentonville was designated a Bronze level Bicycle Friendly Community by the League of American Bicyclists in 2012.

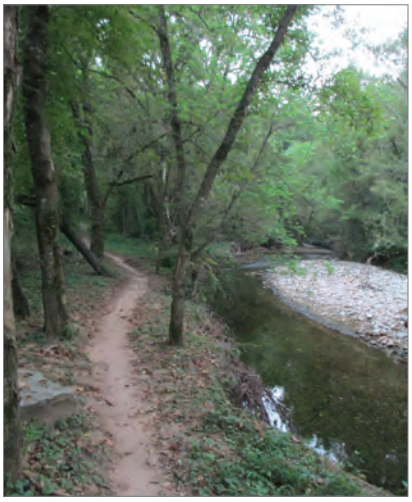
The Razorback Regional Greenway follows several existing shared use paved trails and side paths north/south through the heart of Bentonville, connecting to Bella Vista and Rogers. The City of Bentonville created a Bicycle and Pedestrian Master Plan in 2012, guiding network development. It highlights specific trail recommendations (both shared roadway and separated facilities) including over 30 miles of trails and six miles of additional bike routes. While opportunities exist to continue expanding the bicycle and pedestrian network, challenges

Regional Destinations

- Razorback Regional Greenway
- Slaughter Pen Tails
- Crystal Bridges Museum of American Art
- Northwest Arkansas Community College
- Walmart Home Office
- Sam's Home Office
- Bentonville Square

Other Key Destinations

- Local parks and schools, public library
- Community Center
- Commercial areas
- Medical Centers (Northwest and Mercy)
- Residential areas



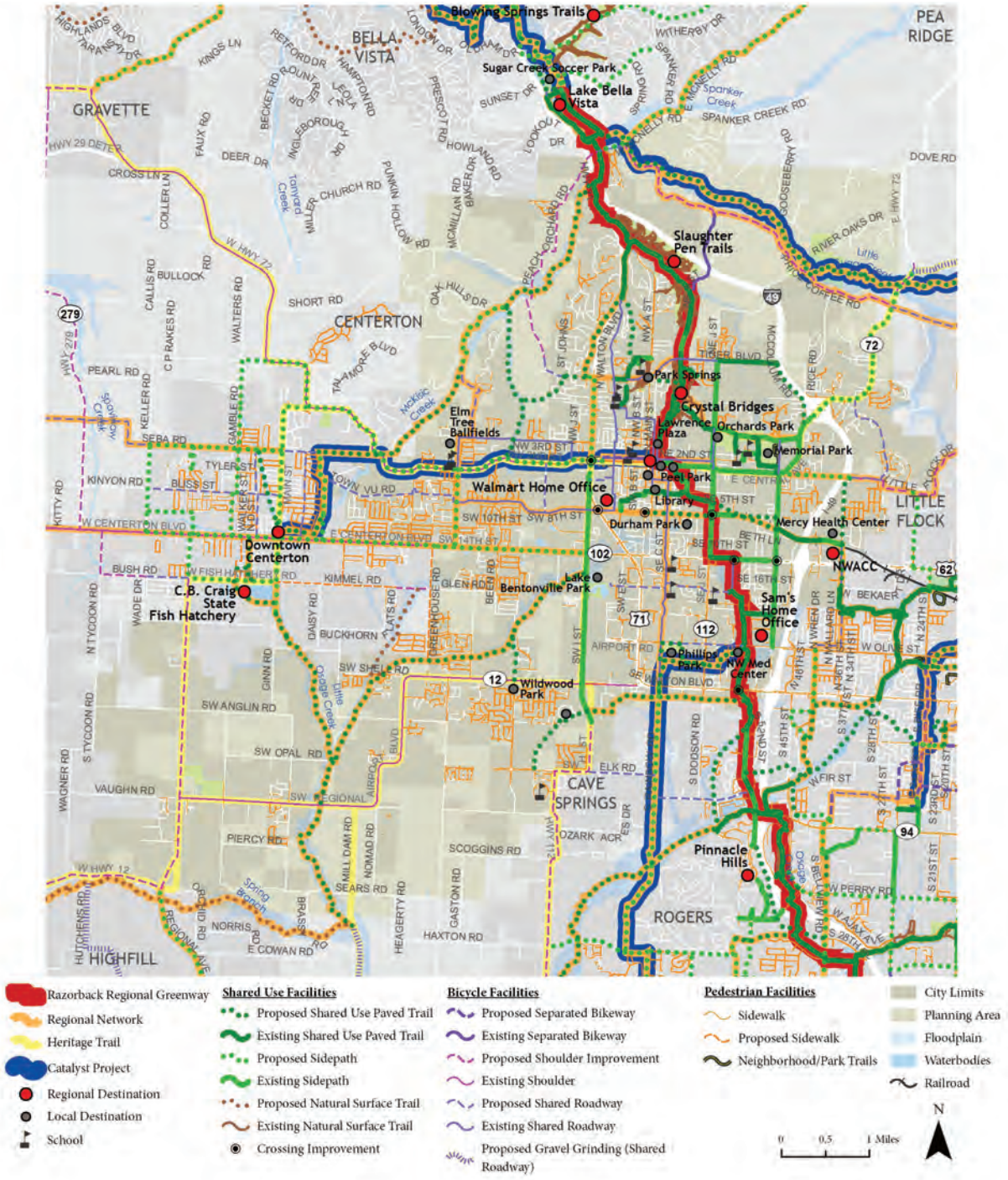
Clockwise from upper left: Slaughter Pen Trails; Crystal Bridges Trail/Razorback Regional Greenway; Downtown Bentonville festivities

REGIONAL LOCATION MAP

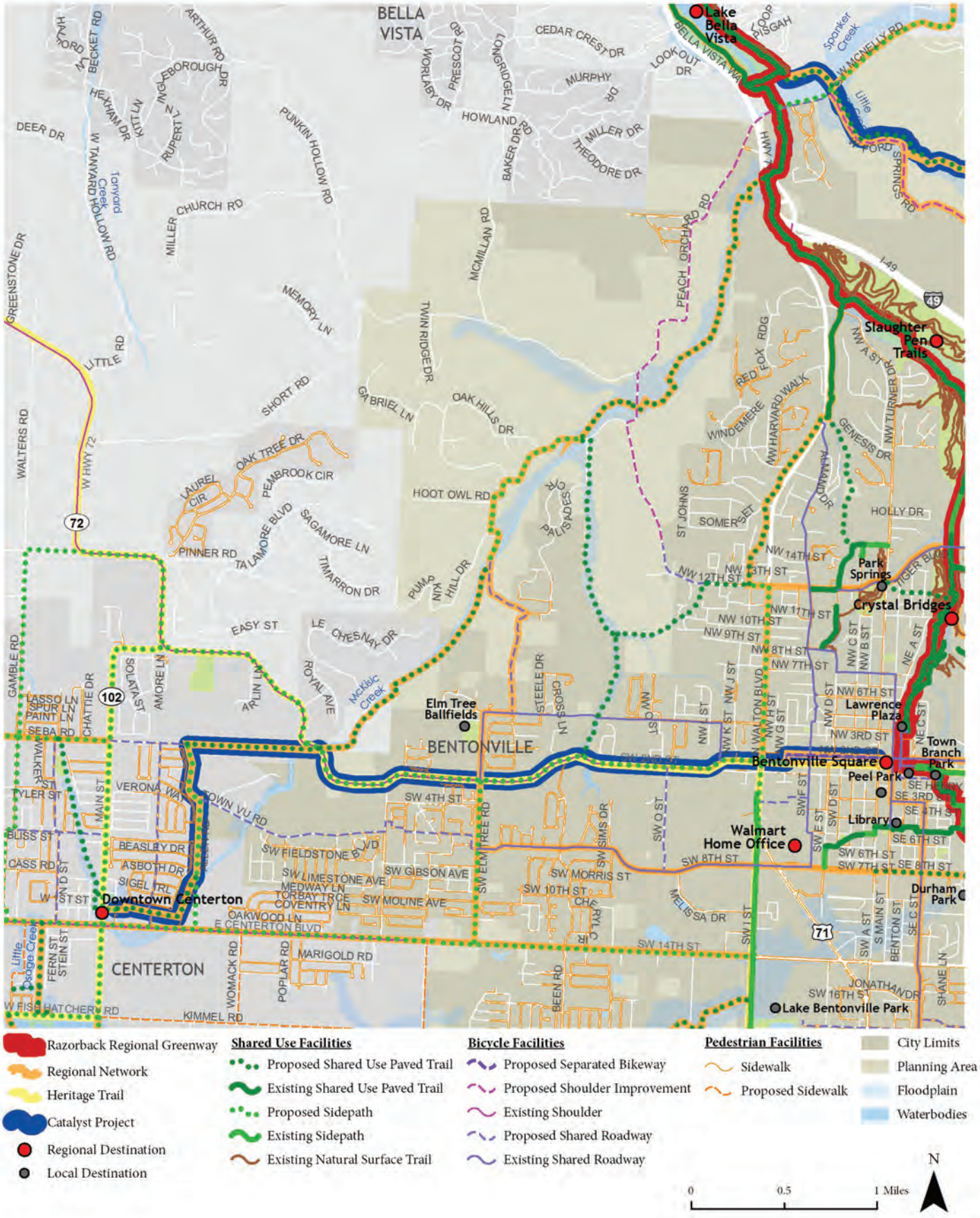
include traversing several high speed, high traffic volume corridors such as I-49, Walton Boulevard, Moberly Lane, I Street, J Street, 14th Street, 28th Street, and AR 72. Also, several key roadway corridors are narrow with high traffic volumes such as 8th Street and A Street. Shared use paved trails, sidepaths, and intersection improvements have improved some connections through and along these roads.

Key next steps for the City of Bentonville will include continuing to develop branches to/from the Razorback Regional Greenway and other existing trails, improving connections to regional destinations such as Bentonville square, building links to south and west Bentonville and surrounding communities, and finding safe ways to improve links to local destinations such as schools, neighborhoods, parks, and commercial areas – establishing safe crossings and options for major roadways.

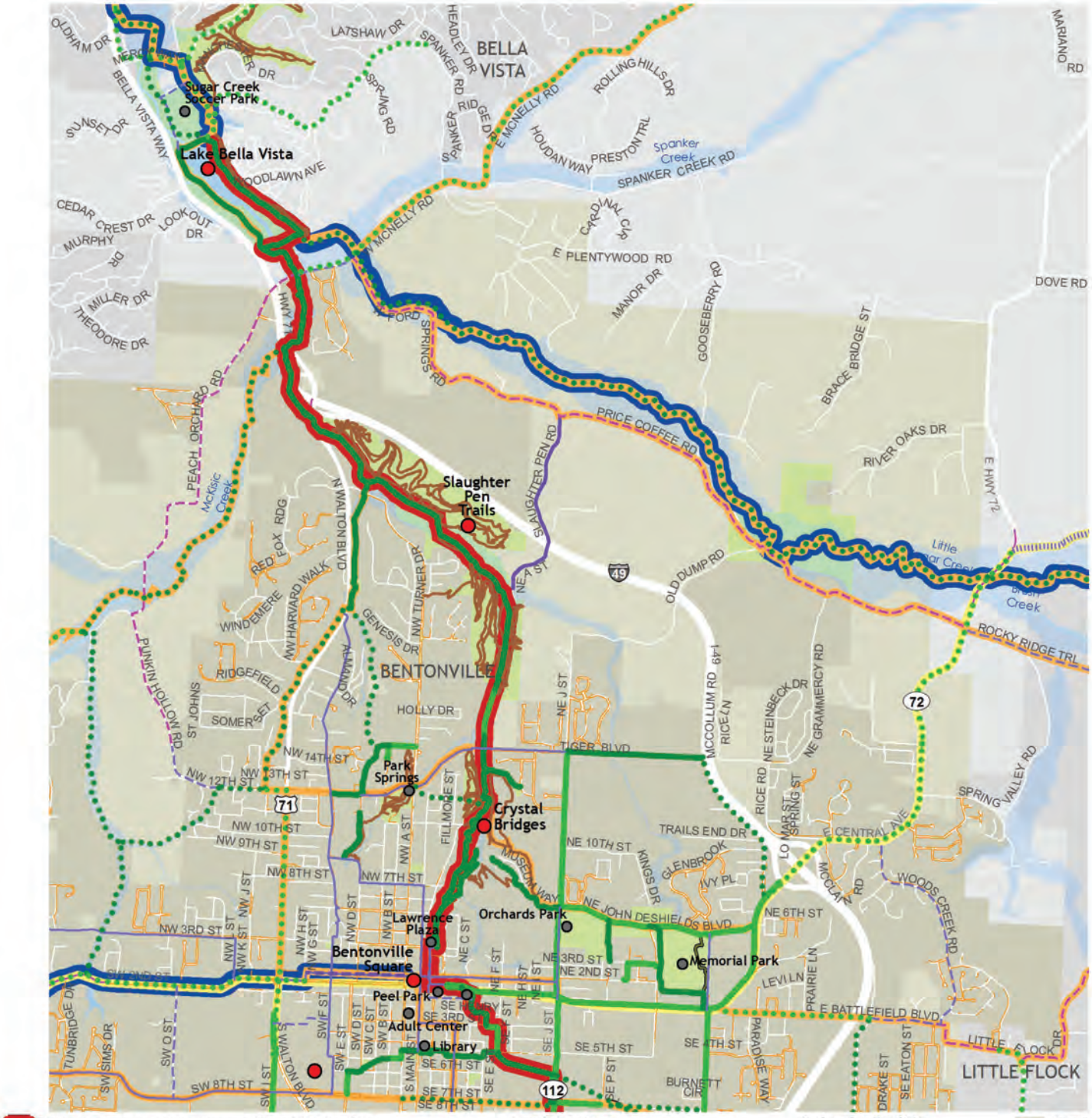
MAP 6.2 BENTONVILLE COMMUNITY PLAN



MAP 6.2-NW BENTONVILLE NORTHWEST QUADRANT



MAP 6.2-NE BENTONVILLE NORTHEAST QUADRANT



Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Existing Natural Surface Trail

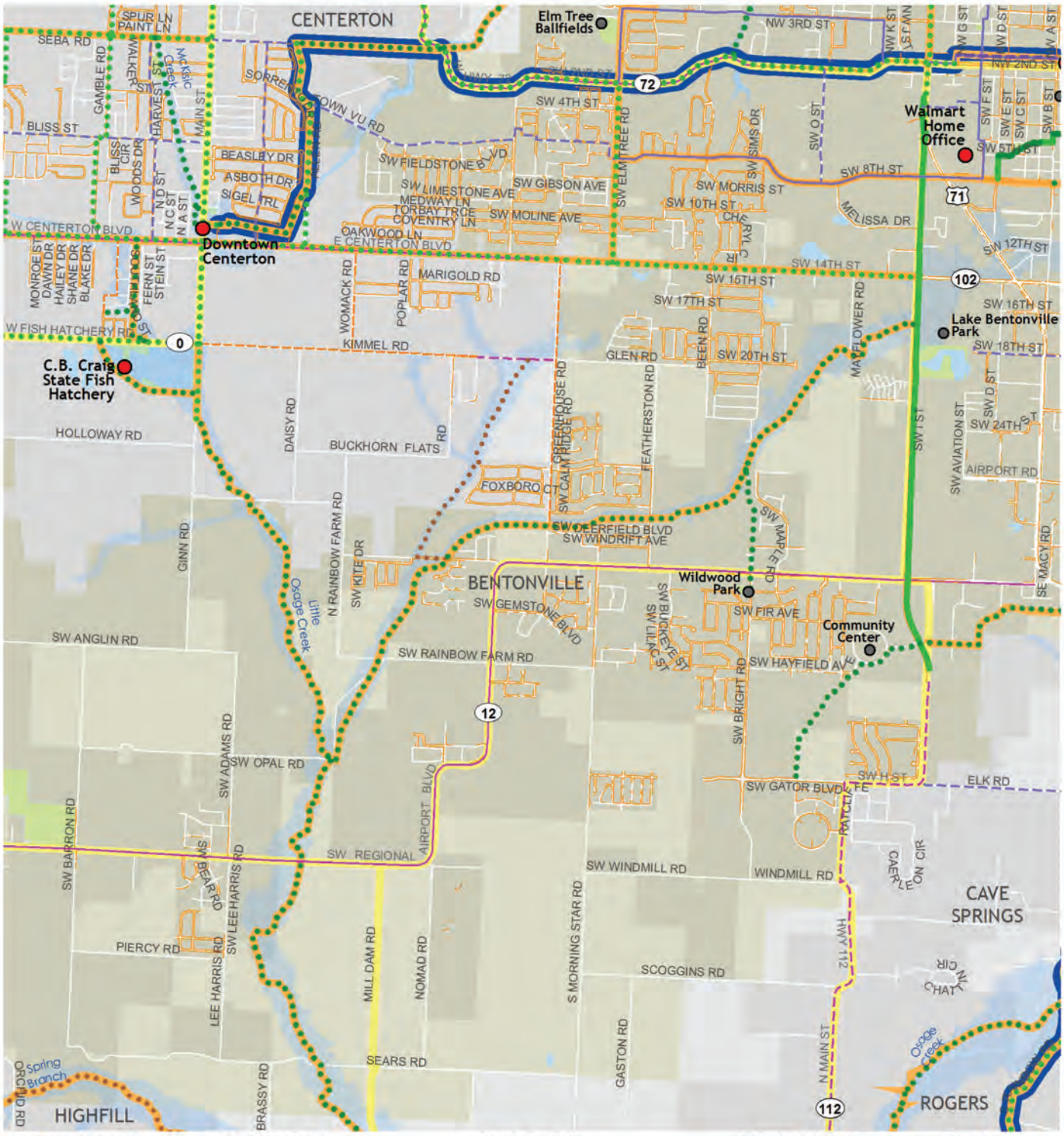
Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Existing Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

Pedestrian Facilities
- Sidewalk
- Neighborhood/Park Trails

- Razorback Regional Greenway
- Regional Network
- Heritage Trail
- Catalyst Project
- Regional Destination
- Local Destination

- City Limits
- Planning Area
- Floodplain
- Waterbodies
- Railroad

MAP 6.2-SW BENTONVILLE SOUTHWEST QUADRANT



Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Proposed Natural Surface Trail

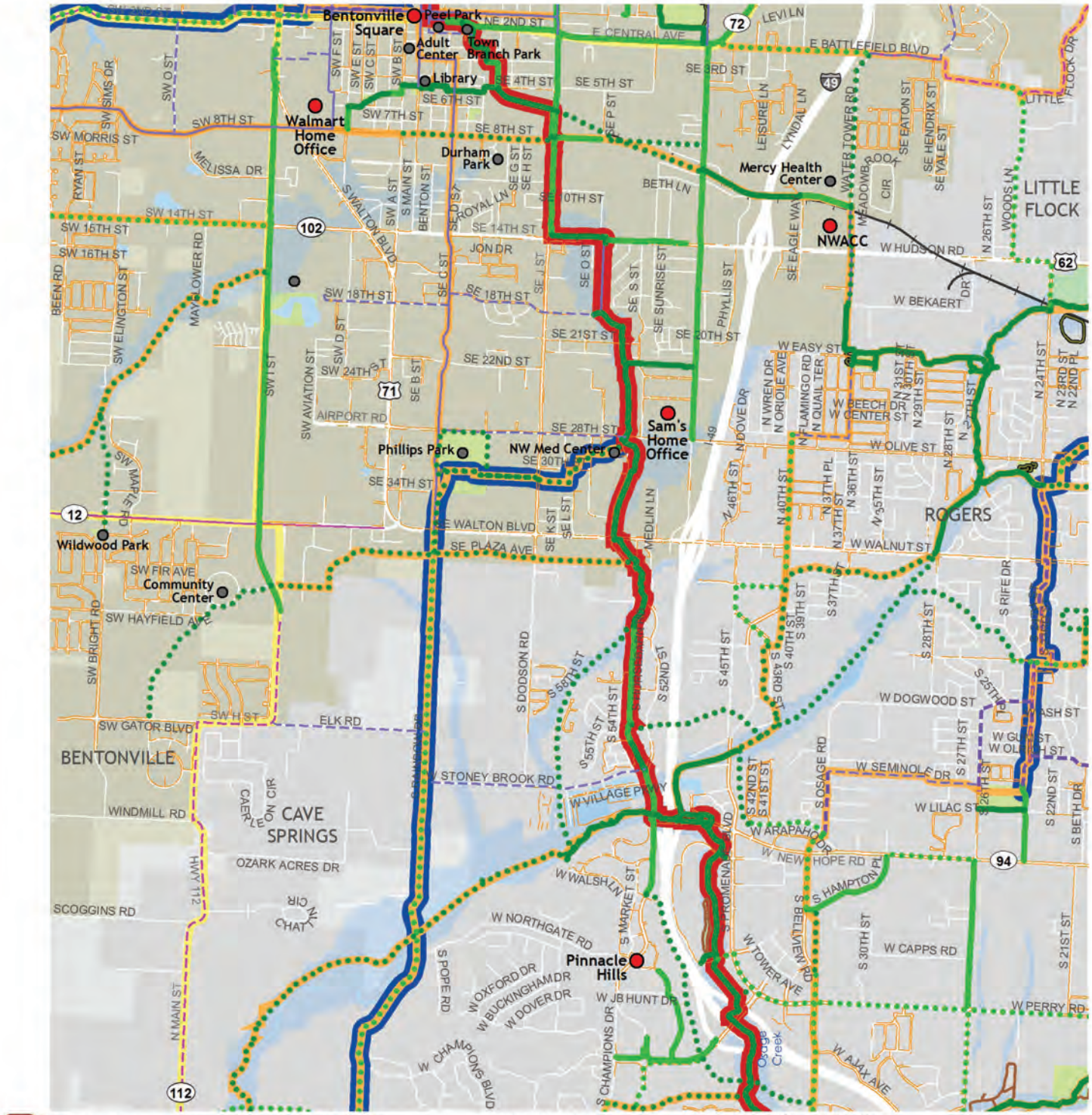
Bicycle Facilities
Proposed Separated Bikeway
Proposed Shoulder Improvement
Existing Shoulder
Proposed Shared Roadway

Pedestrian Facilities
Sidewalk
Proposed Sidewalk

City Limits
Planning Area
Floodplain
Waterbodies

0 0.5 1 Miles
N

MAP 6.2-SE BENTONVILLE SOUTHEAST QUADRANT



Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Existing Shared Roadway

Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

- Razorback Regional Greenway
- Regional Network
- Heritage Trail
- Catalyst Project
- Regional Destination
- Local Destination

- City Limits
- Planning Area
- Floodplain
- Waterbodies
- Railroad

N

0 0.5 1 Miles

Key Needs & Recommendations for Bentonville

Topic	Key Needs & Notes
Regional Needs	» Develop branches to/from the Razorback Regional Greenway. » Develop connections to the new Community Center; continue building links to Bentonville Square. » Several high speed, high traffic volume roads combined with geographical constraints, limiting the width of some roads, hinders connectivity to surrounding communities.
Other Key Needs	» Continue developing safe routes to schools, parks, and other local destinations. » Improve connectivity to the south and west sides of Bentonville in particular.

Facility Recommendation	Recommendation Detail
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Continue integrating shared use paved trails and sidepaths as part of pedestrian network improvements where feasible. An older grid network makes sidewalk development in some neighborhoods challenging, but a strong sidewalk network exists. Sidewalks along high speed, high traffic volume corridors need appropriate buffers and landscaping for effectiveness. » Traffic calming measures should be considered where narrow roadway corridors limit sidewalk development and/or separated bikeways.
Intersections	» Crossing facilities are well constructed in many locations throughout the City including the downtown area utilizing high visibility crosswalks, brick pavers, and curb extensions to shorten the crossing distance for pedestrians (especially around the downtown square). » Continue making intersection improvements as the bicycle and pedestrian network develops, especially at key crossing points of Walton Boulevard, J Street, and other high speed, high traffic volume corridors. Innovative intersection treatments (see design guidelines in Appendix A) should be implemented as needed. » Consider a raised crossing, grade separated crossing, or a high visibility treatment where a shared use paved trail crosses a medium or high traffic road.
On-Street Bike Facilities	» Separated Bikeway/Sidepath – C Street: Develop separated bicycle and pedestrian along C Street, connecting downtown Bentonville to Bentonville Elementary, Middle, and High Schools as well as Phillips Park, Walton Boulevard, the Community Center, and south Bentonville. This is a narrow roadway with lower traffic volumes that is currently designated as a bike route and would accommodate more users if separated facilities were developed. This corridor would require a combination of sidepaths and separated bike lanes with further analysis. » Separated Bikeway/Shared Roadways – General: Due to many roads characterized by higher traffic volumes and speeds and narrow roadway corridors, most bicycle and pedestrian improvements should include separation from the road accompanied by wide buffers and landscaping where feasible. Quiet neighborhood streets have been designated and are utilized as shared roadway bike routes through the City, and bicycle boulevard design should be considered (see design guidelines in Appendix A).

Key Needs & Recommendations for Bentonville (continued)

Facility Recommendation	Recommendation Detail
Shared Use Facilities	» Sidepath – 8th Street: Sidepath development is scheduled, making a key connection from Moberly Lane to Walton Boulevard. » Shared Use Paved Trail/Sidepath – Walton Boulevard: Shared use paved trail and sidepath development is also scheduled along Walton Boulevard, connecting the Bark Park trail, Tiger Boulevard, and continuing south to Central Avenue. » Sidepath – 2nd Street: Develop sidepath connection west along 2nd Street from Walton Boulevard to Centerton, providing a connection to Centerton, Elm Tree Elementary School, and McKisic Creek. » Shared Use Paved Trail – McKisic Creek: Develop shared use paved trail connection along McKisic Creek, eventually connecting downtown Centerton to west Bentonville, Lake Bella Vista, the Blowing Springs trails, and the Razorback Regional Greenway. » Shared Use Paved Trail/Sidepath – Community Center Connection: Develop shared use paved trails/sidepaths linking the Community Center, south Bentonville, Walton Boulevard commerce, Phillips Park, Northwest Medical Center, and the Razorback Regional Greenway.

Other Topics	Notes
Multi-Modal Connections	» Bentonville is connected to Ozark Regional Transit route 11 with three stops throughout Bentonville. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. See www.ozark.org for route details.
Heritage Trail	» The Heritage Trail connects through the heart of Bentonville along AR 72, connecting Bentonville with Centerton and Pea Ridge. A southwest branch following I Street, AR 12, and AR 112 also connects through Bentonville.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Silver (short-term), Gold (mid-term) and Platinum (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Bentonville
Consider designating one staff member as key point person on bicycle/pedestrian/trails master plan implementation.	Short	City of Bentonville
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Bentonville
Complete Streets Policy	Medium	City of Bentonville
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Bentonville
Increase amount/quality at local/regional destinations, Access at multi-family dwellings and public housing, Bike parking requirements for new development		

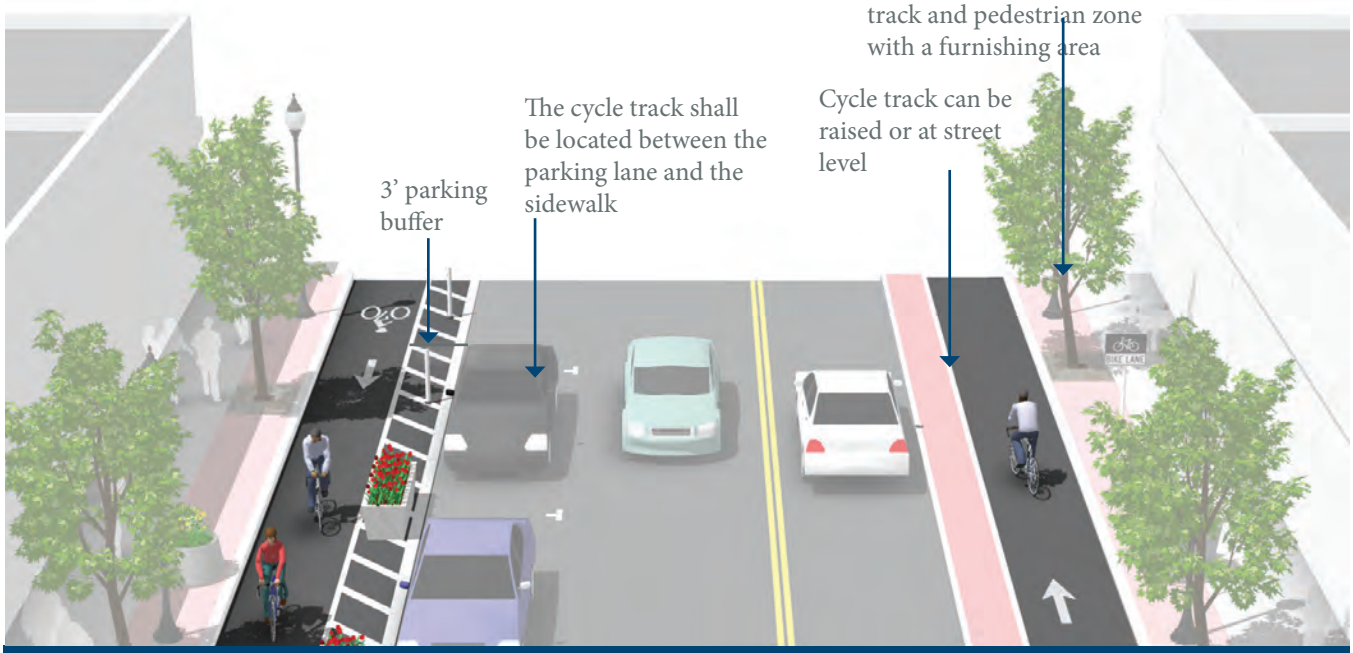
Program & Policy Recommendations (continued)

Program	Term	Lead Entity
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Bentonville
Continue implementing 2012 Bike & Pedestrian Plan; incorporate trails into specific budget line item		
Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and bicyclists. Refer to Design Guidelines for Bicycle & Pedestrian Facilities in Appendix A.	Medium	City of Bentonville
Transportation Planning and Land Use Planning Considerations	Long	NWARPC, City of Bentonville
Encourage mixed use and higher density development		
Education		
Education campaign including motorists, walkers/runners, and bicyclists	Short	Northwest Arkansas Council, City of Bentonville, Bike Bentonville
Continue building and expanding school and after school programming and activities	Medium	City of Bentonville, Bike Bentonville, Phat Tire Bike Shop, FAST
Encouragement		
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, City of Bentonville, Bike Bentonville
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Bentonville
Open Streets Events	Medium	Northwest Arkansas Council, City of Bentonville, Bike Bentonville, Phat Tire Bike Shop
Bicycle Friendly Business Program	Medium	City of Bentonville, Bike Bentonville
Encourage local public agencies, businesses and organizations to promote cycling to the workplace		
Continue building and expanding upon bicycle and pedestrian related events	Medium	City of Bentonville, Bike Bentonville, Phat Tire, FAST
Expand and improve Walmart bike share program	Medium	Walmart, Inc, City of Bentonville, Bike Bentonville
Enforcement		
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Bentonville
Bicyclist and Motorist Ticket Diversion Program	Long	City of Bentonville Law Enforcement
Evaluation		
Evaluate need for local bicycle and pedestrian coordinator	Short	City of Bentonville
Continue to work with AHTD to execute bicycle & pedestrian planning on state roadways through Bentonville	Short	City of Bentonville
Walking, Bicycling and Trails Report Card	Medium	City of Bentonville
Economy		
Economic Impact Report for Razorback Regional Greenway and Trails	Medium	Northwest Arkansas Council, City of Bentonville
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Bentonville

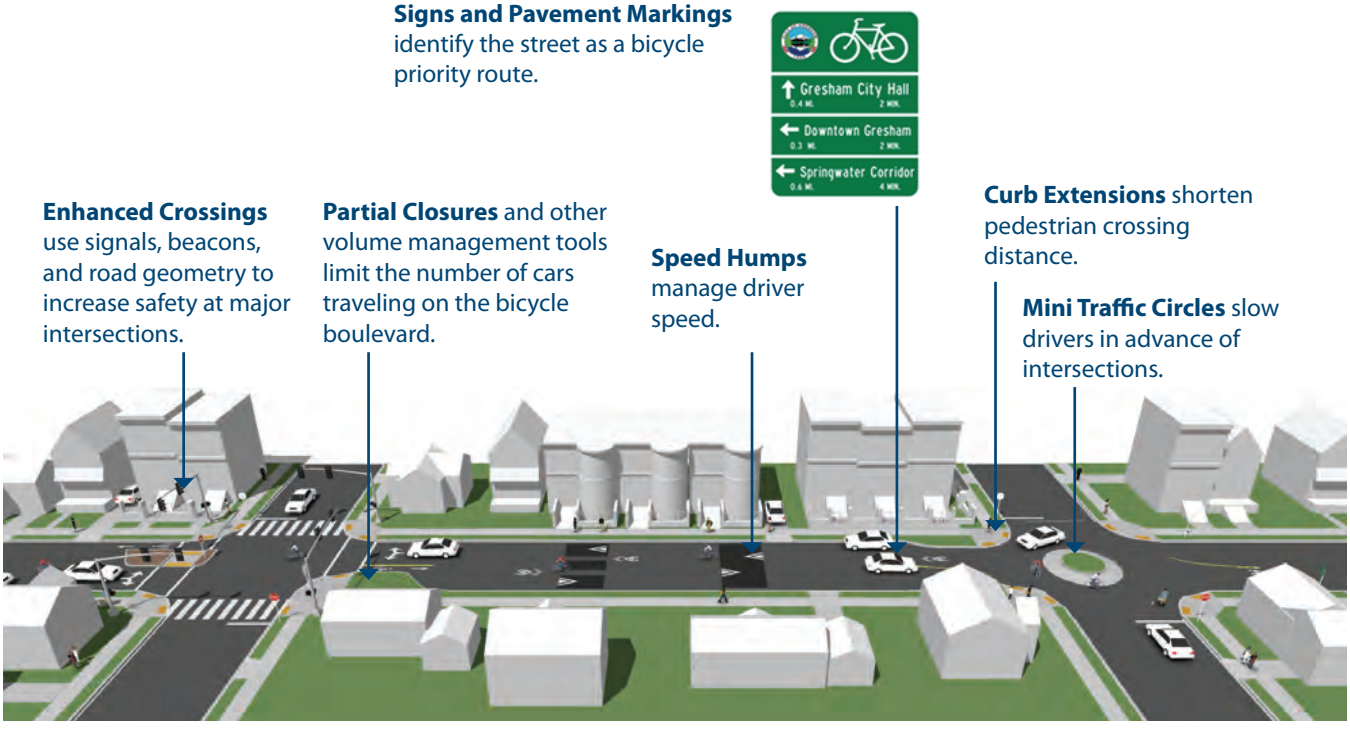
Design Guideline Examples For Bentonville

Below are some highlights from this plan's bicycle and pedestrian design guidelines that are relevant to Bentonville's recommendations. See Appendix A for more information and other design guide resources.

CYCLE TRACKS



BICYCLE BOULEVARD



BETHEL HEIGHTS WALK/BIKE ACTION PLAN

OVERVIEW

Bethel Heights is a suburban community that has a population of 2,446 and covers 2.4 square miles in southern Benton County (along the Washington County line). It borders the city limits of Springdale and Lowell (approximately three miles to downtown Springdale and the downtown area of Lowell). Other nearby communities include Elm Springs (eight miles to the west) and Cave Springs (nine miles to the northwest). Key opportunities include connecting residential areas to local parks, Springdale, Lowell, the Razorback Regional Greenway, and Beaver Lake. US 71B, Wagon Wheel Road, Apple Blossom Road, and Old Wire Road are key challenges for Bethel Heights due to traffic volumes, speeds, and/or roadway width.

Regional Destinations

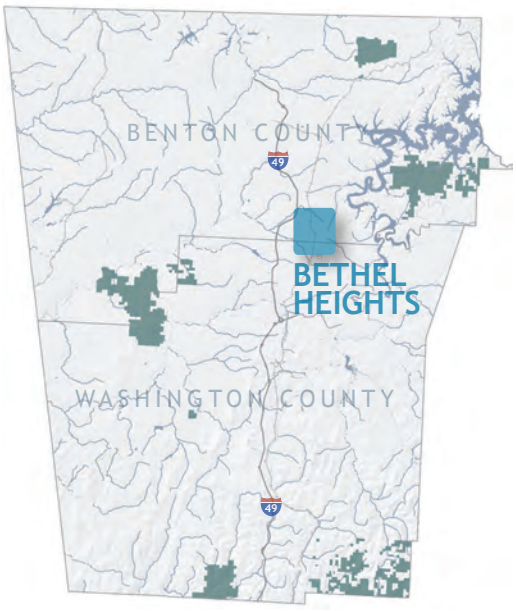
» Bethel Heights

Other Key Destinations

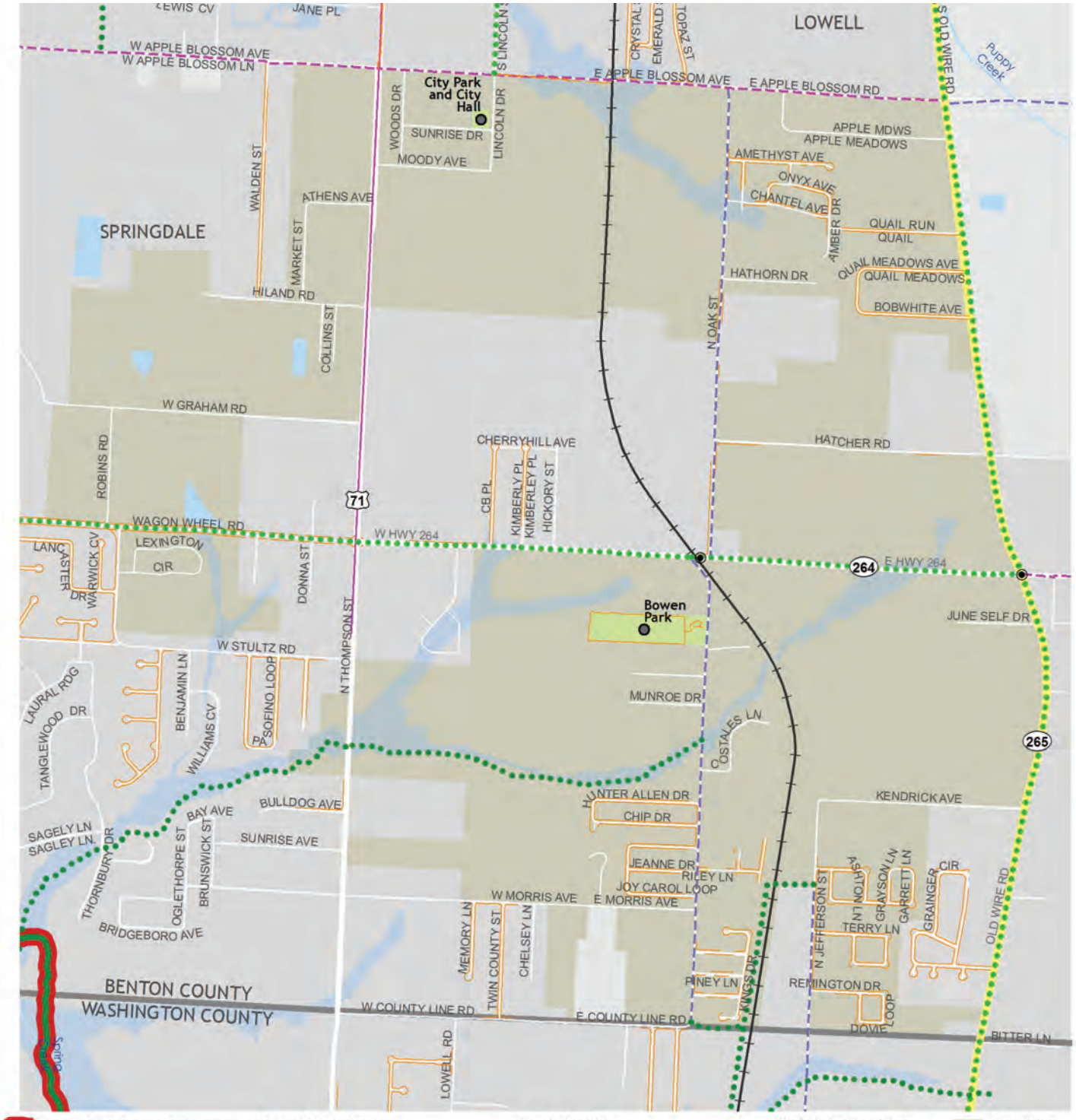
» Residential areas
» Local Parks (City Park and Bowen Park)

Clockwise from upper left: Scenic and rural cycling opportunities; Oak Street Bowen Park path; Bowen Park entrance

REGIONAL LOCATION MAP



MAP 6.3 BETHEL HEIGHTS COMMUNITY PLAN



Key Needs & Recommendations for Bethel Heights

Topic	Key Needs & Notes
Regional Needs	» Connect Bethel Heights to the Razorback Regional Greenway, Beaver Lake, Springdale, and Lowell.
Other Key Needs	» Address barrier roadways (US 71B and Wagon Wheel Road) » Improve neighborhood connectivity
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Residential Areas: Continue developing sidewalks with new residential development.
Intersections	» US 71B and Wagon Wheel Road: Crossing improvements needed along US 71B and Wagon Wheel Road. Other intersection improvements may be needed as network develops.
On-Street Bike Facilities	» Shoulder Improvement – Apple Blossom Road: Add paved shoulder along Apple Blossom Road to provide a safer space for cyclists and cars. This connects Old Wire Road, City Park (and City Hall), and the Razorback Regional Greenway. » Shared Roadway – Oak Street: Oak Street provides a lower traffic volume alternative to US 71B, connecting Lowell and Springdale.
Shared Use Facilities	» Shared Use Paved Trail – Tributary link: Develop shared use paved trails along Spring Creek Tributary from US 71B to connect residential areas to the Razorback Regional Greenway (linking southwest Bethel Heights - *note, much of this path would be in Springdale). » Shared Use Paved Trail – Rail with trail: Develop rail with trail link toward downtown Springdale (*note, most of this path would be in Springdale). » Sidepaths – Old Wire Road and Wagon Wheel Road: Develop sidepaths along Old Wire Road (Heritage Trail) and Wagon Wheel Road (upgrading sidewalks in future). These corridors do not provide safe facilities (besides sidewalks on west section of Wagon Wheel Road), and will continue to carry significant traffic volumes and speeds.
Other Topics	**Notes**
Multi-Modal Connections	» Bethel Heights is not directly connected by public transit. Ozark Regional Transit serves the urban centers of NWA.
Heritage Trail	» The NWA Heritage Trail connects north/south along the east side of Bethel Heights along Old Wire Road, connecting Lowell and Springdale.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Bethel Heights
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Bethel Heights
Complete Streets Policy	Medium	City of Bethel Heights
ADA Transition Plans	Medium	City of Bethel Heights
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Bethel Heights
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Bethel Heights
Education		
Network with existing capacity in NWA	Medium	City of Bethel Heights City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Bethel Heights
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Bethel Heights
Bike and Walk Month	Medium	City of Bethel Heights
Group Rides and Walks	Medium	City of Bethel Heights
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Bethel Heights Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Bethel Heights Law Enforcement
Bike and Foot Patrol Units	Medium	City of Bethel Heights Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Bethel Heights
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Bethel Heights
Bicycle, Pedestrian, and Trail Count Program	Short	City of Bethel Heights
Walking, Bicycling and Trails Report Card	Medium	City of Bethel Heights
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Bethel Heights

CAVE SPRINGS WALK/BIKE ACTION PLAN

OVERVIEW

Cave Springs is a rural community that has a population of 1,978 and covers 7.93 square miles in Benton County near the urban corridor. Several nearby communities include Elm Springs (four miles to the south), Lowell (six miles to the east), Bentonville (nine miles to the north), Centerton (10 miles to the northwest), Rogers (11 miles to the northeast), and Springdale (11 miles to the southeast). The developing Watershed Sanctuary Park will be a regional destination located near the center of Cave Springs. Key opportunities include thoroughly connecting downtown Cave Springs, the Watershed Sanctuary, and residential areas.

Regional Destinations

- The developing Watershed Sanctuary
- Downtown

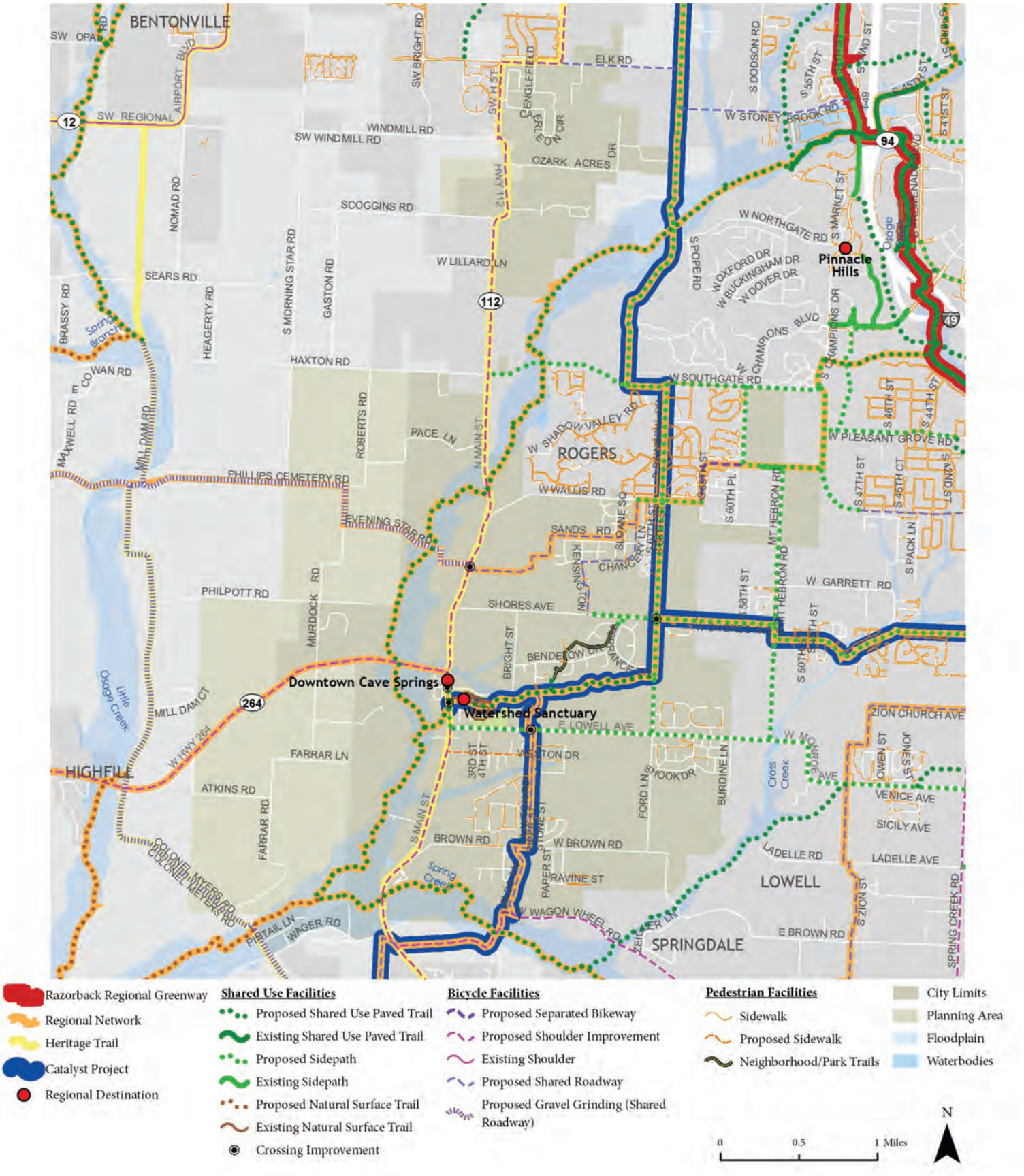
Other Key Destinations

- Residential areas

Clockwise from upper left: Bendelow Drive neighborhood path; Watershed Sanctuary future location; Downtown Cave Springs

REGIONAL LOCATION MAP

MAP 6.4 CAVE SPRINGS COMMUNITY PLAN



Razorback Regional Greenway
Regional Network
Heritage Trail
Catalyst Project
Regional Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail
- Existing Natural Surface Trail
- Crossing Improvement

Bicycle Facilities
- Proposed Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

City Limits
Planning Area
Floodplain
Waterbodies

0 0.5 1 Miles

N

Key Needs & Recommendations for Cave Springs

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area and developing Watershed Sanctuary. Connect to surrounding communities and XNA Airport.
Other Key Needs	» Improve neighborhood connectivity
Facility Recommendation	**Recommendation Detail**
Sidewalks	» AR 112: Improve sidewalks along Main Street in downtown Cave Springs. » Clayton Road and Gleneagle Drive: Add sidewalks to link several neighborhoods
Intersections	» AR 112 Crossings: Crossing improvements needed along Main Street in downtown/ Watershed Sanctuary area. » Other crossing improvements: As network develops, other crossing improvements will be needed across AR 112, AR 164, and Rainbow Road.
On-Street Bike Facilities	» Separated Bikeway through Downtown: Link through downtown utilizing the existing width of Main Street for a separated bikeway. » Shoulder Improvements: Add paved shoulder along AR 112 and AR 264 to provide a safer space for cyclists and cars. » Shared Roadways: Clayton Road, Sands Road, and Elk Road provide lower traffic links in several areas of Cave Springs. Evening Star Road provides a 'gravel grinding' connection toward XNA Airport and additional rural links.
Shared Use Facilities	» Shared Use Paved Trail/Sidepaths – Watershed Sanctuary to Razorback Regional Greenway: Develop shared use paved trail connecting downtown Cave Springs, the developing Watershed Sanctuary, and east toward Janie Darr Elementary School and the Razorback Regional Greenway. » Sidepath – Rainbow Road: Develop a sidepath along Rainbow Road linking neighborhoods of Cave Springs and Rogers to Janie Darr Elementary School, the developing Watershed Sanctuary and Bentonville.
Other Topics	**Notes**
Multi-Modal Connections	» Cave Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Cave Springs along AR 112 toward Bentonville and Elm Springs. Another north/south segment of the Heritage Trail utilizes Mill Dam Road to the west of Cave Springs.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Cave Springs
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Cave Springs
Complete Streets Policy	Medium	City of Cave Springs
ADA Transition Plans	Medium	City of Cave Springs
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Cave Springs
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Cave Springs
Education		
Network with existing capacity in NWA	Medium	City of Cave Springs City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Cave Springs
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Cave Springs
Bike and Walk Month	Medium	City of Cave Springs
Group Rides and Walks	Medium	City of Cave Springs
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Cave Springs Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Cave Springs Law Enforcement
Bike and Foot Patrol Units	Medium	City of Cave Springs Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Cave Springs
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Cave Springs
Bicycle, Pedestrian, and Trail Count Program	Short	City of Cave Springs
Walking, Bicycling and Trails Report Card	Medium	City of Cave Springs
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Cave Springs

CENTERTON WALK/BIKE ACTION PLAN

OVERVIEW

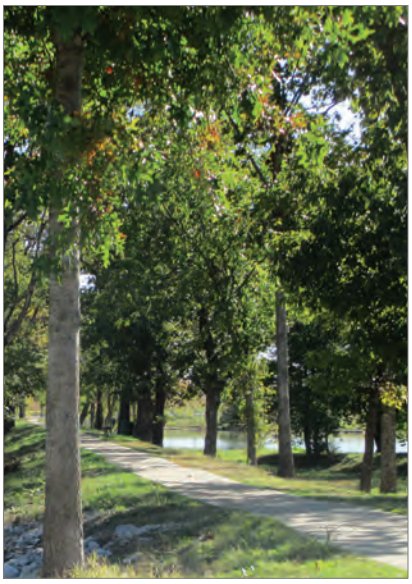
Centerton has a population of 10,170 and covers 11.9 square miles in central Benton County. Bentonville is adjacent to the east and many residents commute between the two communities, particularly from Centerton to Bentonville. Not only are there opportunities for improved connectivity between Centerton and Bentonville and other neighboring communities, but improved connectivity within Centerton can link important destinations such as the new high school (construction starting in 2014), the downtown area, public lands such as the State Fish Hatchery as well as several community parks.

Regional Destinations

- State Fish Hatchery
- Downtown

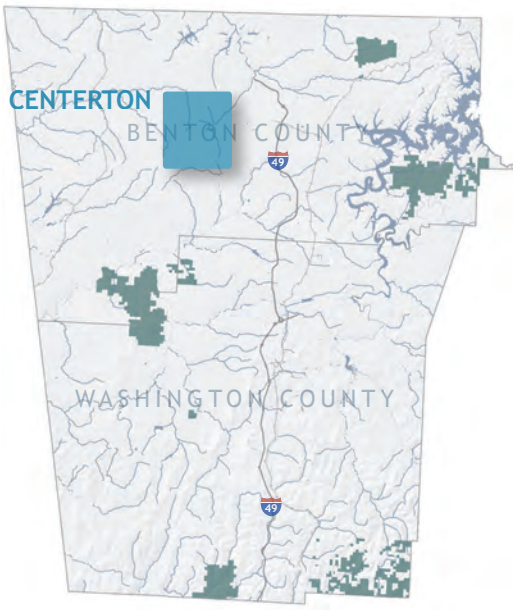
Other Key Destinations

- Gamble Elementary School and new High School
- Local parks
- Grocery store - Harp's and businesses along Centerton Boulevard
- Bentonville (employment)

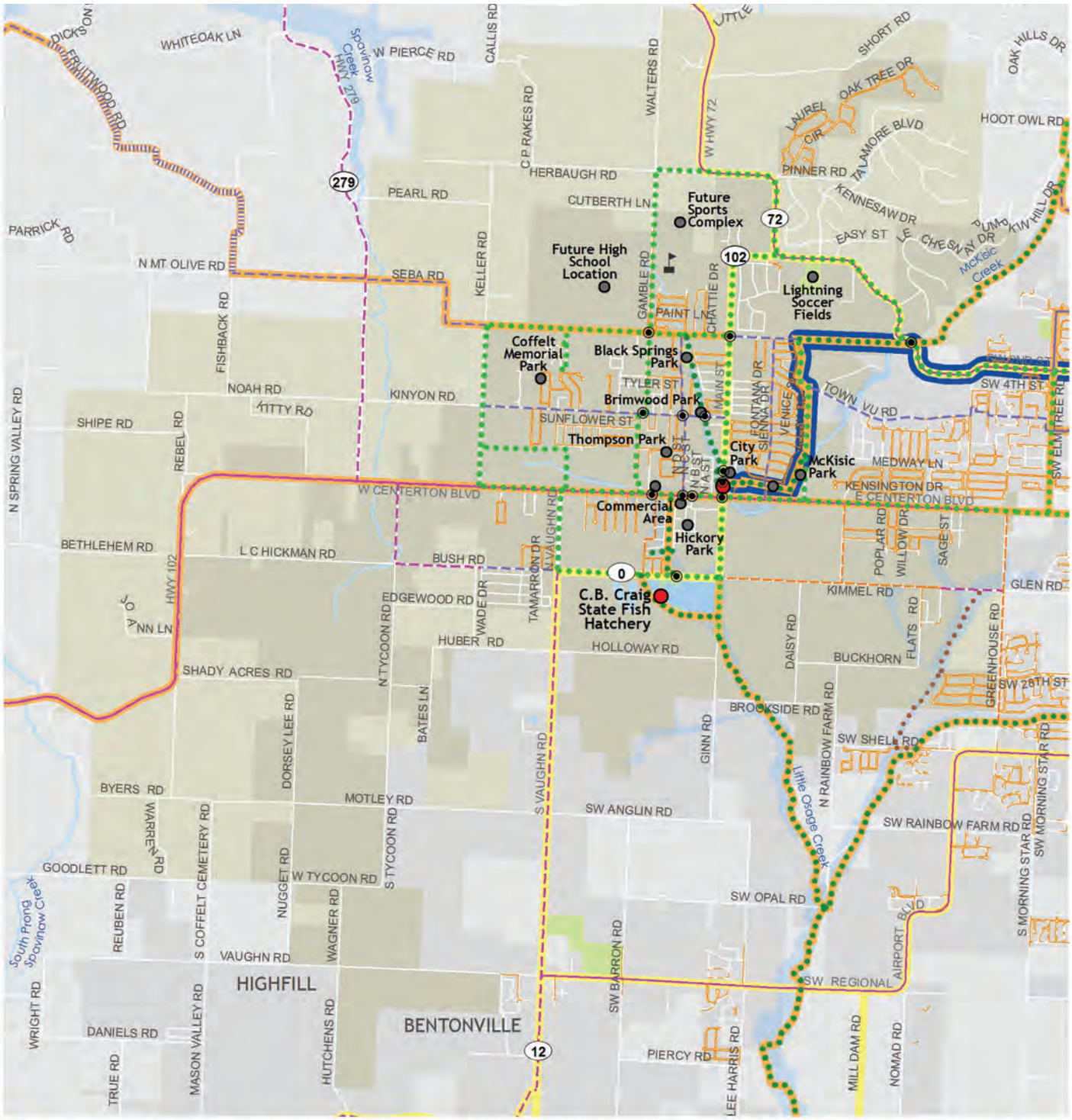


Clockwise from upper left: Walking path; Gamble Road cyclist; Fish Hatchery Park

REGIONAL LOCATION MAP



MAP 6.5 CENTERTON COMMUNITY PLAN



Key Needs & Recommendations for Centerton

Topic	Key Needs & Notes
Regional Needs	» Cyclists commonly connect to Bentonville on Town Vu Road and Seba Road, which are narrow roads that lack bicycle facilities. » Connect to Bella Vista, Bentonville and the Razorback Regional Greenway.
Other Key Needs	» Need bicycle and pedestrian connections to schools on Gamble Rd. » Developed a draft trail plan with three routes; NWARPC Regional Trail Plan incorporated these ideas. » Connect businesses in the downtown center and Centerton Boulevard. » Connect parks and public space.

Facility Recommendation	Recommendation Detail
Sidewalks	» D Street: Connect several neighborhoods to businesses along Centerton Boulevard. » Sidewalks along W. 1st Street, W. Spring Street, N. A Street, N. B Street, and N. C Street: Link several downtown neighborhoods with Main Street and Centerton Boulevard.
Intersections	» Crossing Centerton Boulevard: Crossing treatments across Centerton Boulevard. Provide crossing opportunities to Harp's grocery store and other businesses near D Street and C Street. » Town Vu Road/Seba Road and Main Street: Key intersection used by bicyclists crossing through Centerton. This intersection will be utilized by more non-motorized and motorized users when the new high school is complete. » AR 102/Centerton Boulevard and Main Street/S. Fish Hatchery Road: This intersection is currently under construction and will include high visibility crosswalks and pedestrian countdown signals. It is a key crossroad that is central to downtown Centerton. » Gamble Road and Seba Road: Key intersection for the future high school.
On-Street Bike Facilities	» Shared Roadway along Bliss Street: Connect Main Street through the western half of Centerton linking several subdivisions.
Shared Use Facilities	» Shared Use Paved Trail/Sidepath – McKisic Creek East: Connect walking trail and Sienna Drive and follow Allen Road and Town Vu Road toward Lake Balle Vista. » Shared Use Paved Trail – Little Osage Creek: Utilize space between Township Drive and Southland Street in linking businesses along AR 102/Centerton Boulevard south to the State Fish Hatchery, continuing south along Little Osage Creek. Serves as a regional connection toward Cave Springs, XNA airport, as well as a link to Rogers and Bentonville. » Sidepath along Gamble Road: Develop key link to Gamble Elementary School and the future high school. » Sidepath along Main Street and S. Fish Hatchery Road: Connect the State Fish Hatchery, downtown, north through residential areas, and Town Vu Road. » Sidepath along W. Centerton Boulevard: Connect western extent of the new sidewalks currently under construction along Centerton Boulevard with the commercial section of W. Centerton Boulevard.

Other Topics	Notes
Multi-Modal Connections	» Centerton is not directly connected by public transit. Ozark Regional Transit serves Bentonville, and improved connections to Bentonville will improve access to regional transit.
Heritage Trail	» The NWA Heritage Trail connects through the heart of Centerton along key corridors; Main Street, Fish Hatchery Road, AR 279 and AR 72 all provide important connections both locally and regionally. AR 72 links Centerton to Bentonville and Gravette, while AR 279 links Centerton toward destinations to the south and west. Main Street and Fish Hatchery Road provide a link through the middle of Centerton and local destinations.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Centerton
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Centerton
Complete Streets Policy	Medium	City of Centerton
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Centerton
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Centerton
Education		
Safe Routes to School	Medium	City of Centerton
Network with existing capacity in NWA	Medium	City of Centerton City of Fayetteville, City of Bentonville, City of Rogers, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Centerton
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Centerton
Bike and Walk Month	Medium	City of Centerton
Group Rides and Walks	Medium	City of Centerton
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Centerton Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Centerton Law Enforcement
Bike and Foot Patrol Units	Medium	City of Centerton Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Centerton
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Centerton
Bicycle, Pedestrian, and Trail Count Program	Short	City of Centerton
Walking, Bicycling and Trails Report Card	Medium	City of Centerton
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Centerton

DECATUR WALK/BIKE ACTION PLAN

OVERVIEW

Decatur has a population of 1,751 and covers 4.5 square miles in western Benton County. Nearby communities include Gentry (six miles to the south), Gravette (six miles to the north), and Centerton near the NWA urban corridor (12 miles to the east). Additionally, XNA Airport is located 15 miles to the east. Decatur is a rural community with a high proportion of manufacturing jobs due to several large manufacturers located in the city. Key connections will include linking neighborhoods with local destinations along with opportunities for long-distance connections to other communities.

Regional Destinations

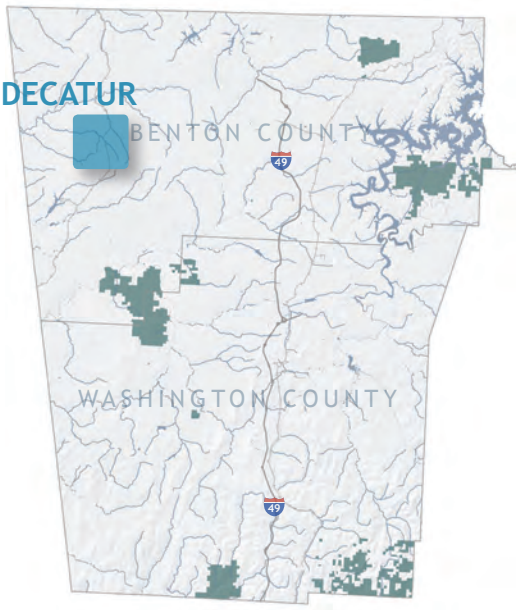
- Downtown

Other Key Destinations

- Local schools
- City Park and ballfields
- Old Decatur Park
- Library
- Grocery store – Carniceria Guanajuato
- Potential park sites
- Employment centers
- Crystal Lake

Clockwise from upper left: Informal neighborhood pathway link in west Decatur; New sidewalk along Roller Avenue connecting schools; Old downtown train depot

REGIONAL LOCATION MAP



MAP 6.6 DECATUR COMMUNITY PLAN

Key Needs & Recommendations for Decatur

Topic	Key Needs & Notes
Regional Needs	» Connect to Gentry, Gravette, and urban NWA corridor.
Other Key Needs	» Need improved bicycle and pedestrian connections to downtown area. » Improve connectivity to schools located at edge of city. » Connect downtown businesses. » Connect large employers such as FNA Group Manufacturing and Simmons processing plant and feed mill. » Connect local parks and public space; provide links to Crystal Lake.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Downtown Area: Expand neighborhood sidewalk links to improve pedestrian connectivity, especially between downtown and the middle school/high school.
Intersections	» Roller Avenue and Main Street: This intersection requires pedestrian crossing treatments. » Main Street Bridge: Improvements needed at the Main Street bridge and AR 59 intersection, two blocks north of the city center.
On-Street Bike Facilities	» Separated Bikeway through the downtown center (Main Street and Roller Avenue): Link through downtown utilizing the existing width of Main Street and Roller Avenue, complementing existing wide sidewalks. » Shared Roadway along Hill Avenue: Link recommended shared-use path to downtown center.
Shared Use Facilities	» Shared Use Paved Trail – School Connection: Develop link between middle/high school to 9th Street. » Sidepath – N Main Street to City Park: Develop sidepath link over the railroad tracks (likely requires bridge improvements or separate bicycle/pedestrian bridge), leading north to Austin Avenue and the City Park/ballfields. » Sidepaths and Shared Use Paved Trail – Crystal Lake: Develop links to Crystal Lake, linking residential developments through this area. » Shared Use Paved Trail – West Roller Avenue Neighborhoods: Develop greenway link (upgrading sidewalks) from West Roller Avenue to neighborhoods at end of Grant Springs Drive, Hidden Springs Drive, and Grant Avenue. » Shared Use Paved Trail – Potential Park Site: Develop links along with potential park site on city property located west of the wastewater treatment plant. » Natural Surface Trail – to Gentry and Gravette: Develop natural surface rail with trail/sidepath along rail line and AR 59 toward Decatur and Gravette respectively.
Other Topics	**Notes**
Multi-Modal Connections	» Decatur is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail does not link through Decatur

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Decatur
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Decatur
Complete Streets Policy	Medium	City of Decatur
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Decatur
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Decatur
Education		
Safe Routes to School	Medium	City of Decatur
Received planning grant		
Network with existing capacity in NWA	Medium	City of Decatur, City of Fayetteville, City of Bentonville, City of Rogers, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Decatur
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Decatur
Bike and Walk Month	Medium	City of Decatur
Group Rides and Walks	Medium	City of Decatur
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Decatur Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Decatur Law Enforcement
Bike and Foot Patrol Units	Medium	City of Decatur Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Decatur
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Decatur
Bicycle, Pedestrian, and Trail Count Program	Short	City of Decatur
Walking, Bicycling and Trails Report Card	Medium	City of Decatur
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Decatur

ELKINS WALK/BIKE ACTION PLAN

OVERVIEW

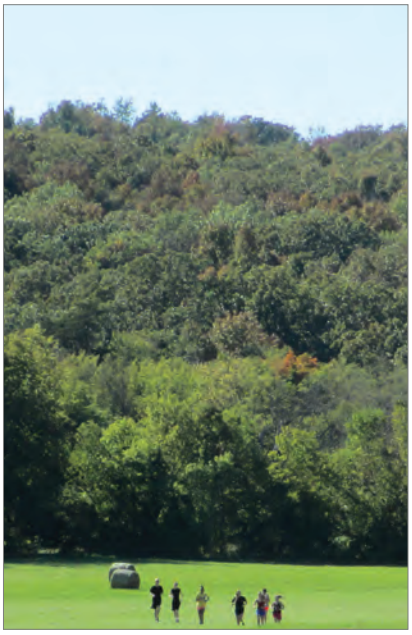
Elkins is a rural community whose city limits border that of Fayetteville. Elkins has a population of 2,762 and covers 3.87 square miles in Washington County. Fayetteville and Goshen are the nearest communities (about 11 miles to the northwest and 11 miles to the north, respectively). Elkins is located in close proximity to Lake Sequoyah Park, which already has existing trails. Key opportunities include improving connectivity to nearby Lake Sequoyah, connecting the new commercial center of Elkins with local schools and the 'old' downtown, Bunch Park, and the White River corridor, and creating safe crossings of AR 16.

Regional Destinations

- Lake Sequoyah Park
- Elkins town center and 'old' downtown

Other Key Destinations

- Schools and adjacent library and community center
- Bunch Park, White River corridor
- Grocery stores – Harp's



Clockwise from upper left: High school cross-country; Scenic White River corridor; Bunch Park

REGIONAL LOCATION MAP

MAP 6.7 ELKINS COMMUNITY PLAN

Key Needs & Recommendations for Elkins

Topic	Key Needs & Notes
Regional Needs	» Connect to Lake Sequoyah Park.
Other Key Needs	» Connect schools. » Link residential areas to developing town center and 'old' downtown. » Link to grocery store. » Connect Bunch Park.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Elkins has a developing sidewalk network especially in newer developments. Continue building sidewalks with new developments and create additional linkages as the shared use paved trail and sidepath network develops.
Intersections	» AR 16 Crossings: AR 16 is currently a high speed corridor with limited crossing facilities in Elkins. Add crossing treatments where needed, especially at the AR 16 and AR 74 intersection as the trail network develops.
On-Street Bike Facilities	» Shoulder Improvements – Stokenbury Road: Links 'old' downtown and schools with new commercial center of Elkins.
Shared Use Facilities	» Shared Use Paved Trail – Schools to new commercial center: Develop a shared use paved trail north/south through the center of Elkins. This would allow bicycle and pedestrian safe passage without having to utilize the AR 16 corridor or narrow Stokenbury Road. » Sidepath – Harris Road: Develop a sidepath extending along Harris Road linking these neighborhoods with the Elkins commercial center. » Natural Surface Trail – White River and Lake Sequoyah Park links: Develop natural surface trail utilizing the scenic White River corridor and Lake Sequoyah Park.
Other Topics	**Notes**
Multi-Modal Connections	» Elkins is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects east/west through the heart of Elkins. It connects Elkins with Fayetteville and rural Washington County.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Elkins
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Elkins
Complete Streets Policy	Medium	City of Elkins
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Elkins
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Elkins
Education		
Safe Routes to School	Medium	City of Elkins
Network with existing capacity in NWA	Medium	City of Elkins, City of Fayetteville, City of Bentonville, City of Rogers, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Elkins
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Elkins
Bike and Walk Month	Medium	City of Elkins
Group Rides and Walks	Medium	City of Elkins
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Elkins Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Elkins Law Enforcement
Bike and Foot Patrol Units	Medium	City of Elkins Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Elkins
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Elkins
Bicycle, Pedestrian, and Trail Count Program	Short	City of Elkins
Walking, Bicycling and Trails Report Card	Medium	City of Elkins
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Elkins

ELM SPRINGS WALK/BIKE ACTION PLAN

OVERVIEW

Elm Springs is a rural community that has a population of 1,603 and covers 5.8 square miles along the Benton/Washington County line near the urban corridor. It borders the city limits of Springdale and is seven miles from downtown Springdale. Other nearby communities include Tontitown (two miles to the south), Cave Springs (four miles to the north), Johnson (seven miles to the southeast), and Fayetteville (12 miles to the southeast). Key opportunities include thoroughly connecting the downtown center of Elm Springs, Lake Elmdale, residential areas, a future high school and sports complex along the Elm Springs/Springdale border, and surrounding communities.

Regional Destinations

- Lake Elmdale
- Downtown

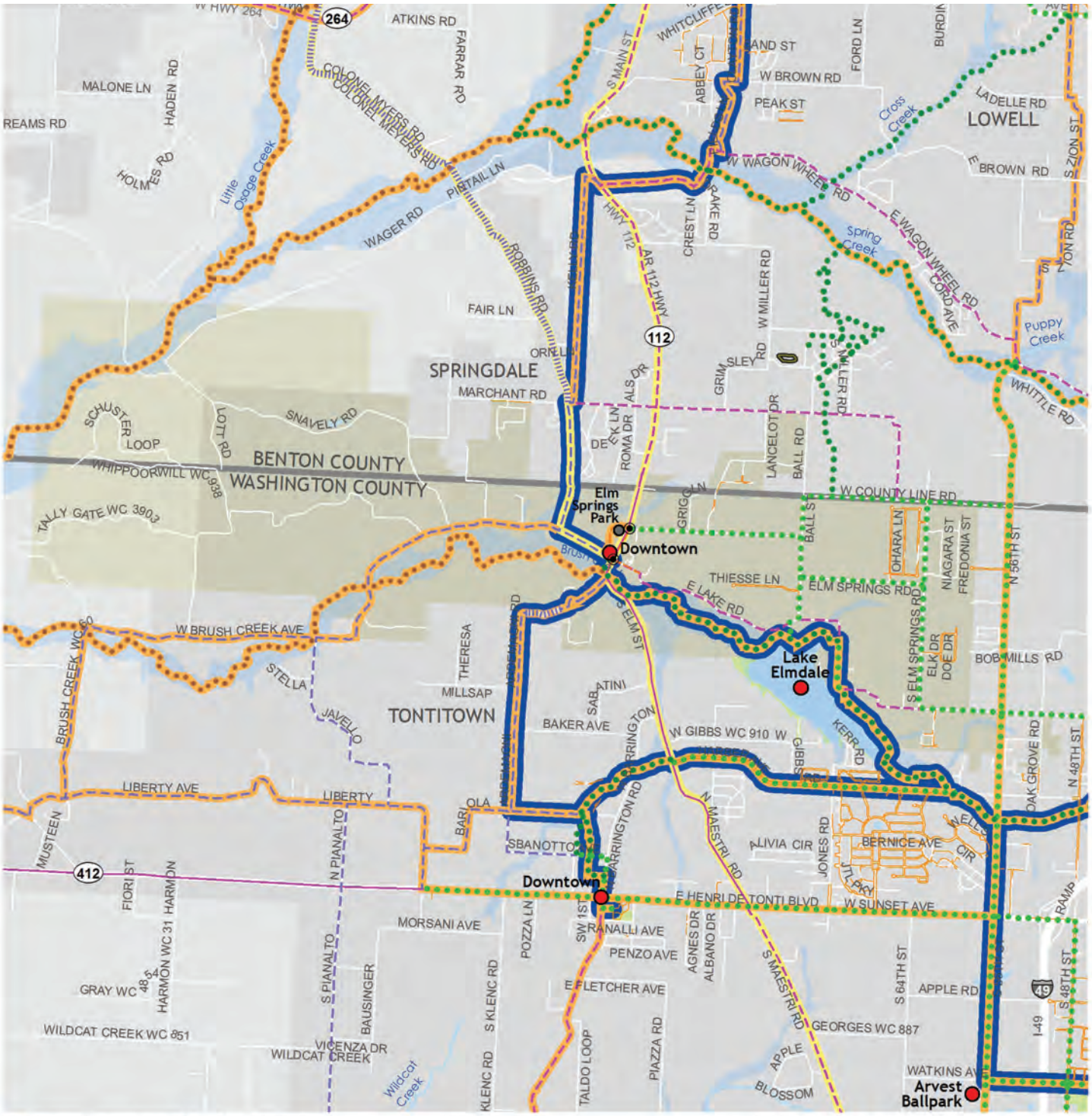
Other Key Destinations

- Residential areas
- Elm Springs Park

Clockwise from upper left: Lake Elmdale; Downtown Elm Springs; Brush Creek

REGIONAL LOCATION MAP

MAP 6.8 ELM SPRINGS COMMUNITY PLAN



Key Needs & Recommendations for Elm Springs

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area as well as Lake Elmdale. » Connect to surrounding communities.
Other Key Needs	» Provide links to Elm Springs Park. » Improve neighborhood connectivity.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Downtown Area: Develop sidewalk links around the downtown center and Elm Springs Park. » Residential Areas: Continue developing sidewalks with new residential development.
Intersections	» AR 112 Crossings: Crossing improvements needed along AR 112 at Elm Springs Road/ Jayroe Avenue and Water Avenue/School Street intersections. Other intersection improvements may be needed as network develops.
On-Street Bike Facilities	» Shoulder Improvements: Add paved shoulder along AR 112 and Lake Road to provide a safer space for cyclists and cars. » Shared Roadways – Water Avenue/Brush Creek Road, Robbins Road, and Scott Street: Provide lower traffic links in and through Elm Springs.
Shared Use Facilities	» Shared Use Paved Trail – Brush Creek through Lake Elmdale: Develop shared use paved trail connecting near the downtown area of Elm Springs through Lake Elmdale (linking toward Springdale) utilizing the Brush Creek corridor. » Sidepaths: Develop sidepaths along Elm Springs Road, Lakeview Road, Pinkley Road, and County Line Road linking the downtown center and neighborhoods of Elm Springs, Lake Elmdale, and the future school and sports complex sites.
Other Topics	**Notes**
Multi-Modal Connections	» Elm Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Elm Springs along AR 112 toward Cave Springs and Tontitown. Another north/south segment of the Heritage Trail utilizes Robbins Road to the west of Elm Springs.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Elm Springs
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Elm Springs
Complete Streets Policy	Medium	City of Elm Springs
ADA Transition Plans	Medium	City of Elm Springs
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Elm Springs
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Elm Springs
Education		
Network with existing capacity in NWA	Medium	City of Elm Springs City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Elm Springs
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Elm Springs
Bike and Walk Month	Medium	City of Elm Springs
Group Rides and Walks	Medium	City of Elm Springs
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Elm Springs Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Elm Springs Law Enforcement
Bike and Foot Patrol Units	Medium	City of Elm Springs Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Elm Springs
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Elm Springs
Bicycle, Pedestrian, and Trail Count Program	Short	City of Elm Springs
Walking, Bicycling and Trails Report Card	Medium	City of Elm Springs
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Elm Springs

FARMINGTON WALK/BIKE ACTION PLAN

OVERVIEW

Farmington has a population of 6,171 and covers 9.87 square miles in Washington County. Farmington is a rural community near the urban corridor, bordering Fayetteville (Fayetteville Square is 5.5 miles to the east). Other nearby destinations include Mt. Kessler, a developing regional park in Fayetteville, and Prairie Grove (seven miles to the southwest). Key opportunities will include improving connectivity between Farmington's developing town center, local schools, local parks, the future high school, new ballfields, nearby Mt. Kessler, and the regional park, and creating safe crossings of AR 62.

Regional Destinations

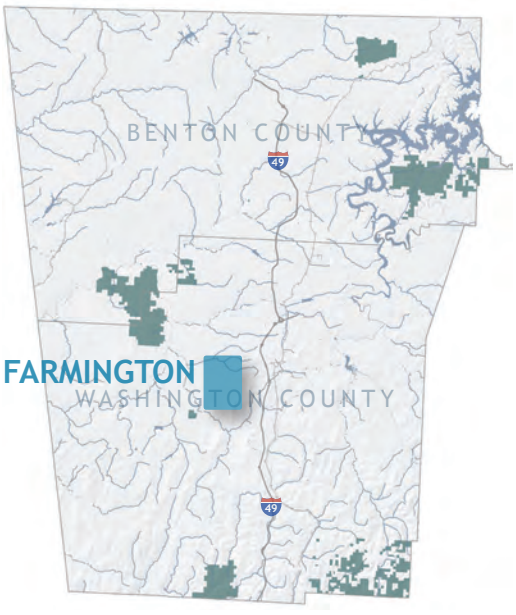
- Mt. Kessler and Fayetteville's developing regional park
- Farmington's developing town center

Other Key Destinations

- Schools
- Creekside Park, ballfields, Ecology Park, and library
- Grocery store

Clockwise from upper left: Creekside Park; Ballfields and pathway; Culvert under US 62 (undercrossing potential)

REGIONAL LOCATION MAP



MAP 6.9 FARMINGTON COMMUNITY PLAN

Key Needs & Recommendations for Farmington

Topic	Key Needs & Notes
Regional Needs	» Connect Mt. Kessler and the developing City of Fayetteville regional park; connect to Fayetteville and Prairie Grove.
Other Key Needs	» Connect schools. » Link residential areas to developing town center. » Link to grocery store. » Connect parks.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Farmington has a strong sidewalk network especially in newer developments. Continue building sidewalks with new developments and create additional linkages as the shared use paved trail and sidepath network develop.
Intersections	» AR 62 Crossings: Several signalized intersections exist with high visibility crosswalks and pedestrian countdown signals. Consider adding median pedestrian island in center of AR 62. Add crossing treatments at the Broyles Street and Holland Drive intersections as the trail network develops. » Town center: Add crossing facilities at Cimarron Way and Southwinds Road as town center develops.
On-Street Bike Facilities	» Shared Roadways – Mt. Kessler and developing regional park: Links to potential Mt. Kessler and regional park access points should be highlighted for bicycle passage.
Shared Use Facilities	» Shared Use Paved Trail – Farmington Branch: Develop a shared use paved trail along Farmington Branch, connecting local parks, residences and ultimately connecting Farmington toward Fayetteville. » Shared Use Paved Trail – AR 62 undercrossing: Develop a shared use paved trail extending south from Farmington Branch and utilizing culvert space under AR 62. This provides a safe undercrossing of AR 62. » Shared Use Paved Trail/Sidepaths – Schools and town center links: Develop shared use paved trail and sidepath network to thoroughly connect schools, parks and the town center. » Natural Surface Trails – Mt. Kessler and developing regional park links: Develop connection opportunities to the east side of Farmington.
Other Topics	**Notes**
Multi-Modal Connections	» Farmington is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Farmington are found at NWACC, the post office/library, sports complex, and Creekside Park. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects east/west and north/south through the heart of Farmington. It links Farmington with Fayetteville and Prairie Grove.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Farmington
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Farmington
Complete Streets Policy	Medium	City of Farmington
ADA Transition Plans	Medium	City of Farmington
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Farmington
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Farmington
Education		
Safe Routes to School	Medium	City of Farmington
Network with existing capacity in NWA	Medium	City of Farmington City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Farmington
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Farmington
Bike and Walk Month	Medium	City of Farmington
Group Rides and Walks	Medium	City of Farmington
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Farmington Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Farmington Law Enforcement
Bike and Foot Patrol Units	Medium	City of Farmington Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Farmington
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Farmington
Bicycle, Pedestrian, and Trail Count Program	Short	City of Farmington
Walking, Bicycling and Trails Report Card	Medium	City of Farmington
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Farmington

FAYETTEVILLE WALK/BIKE ACTION PLAN

OVERVIEW

Fayetteville is the largest city in NWA with a population of 76,899. The City has a land area of 55 square miles and is predominantly suburban and urban in land use. The City of Fayetteville has been a leader in NWA for bicycle and pedestrian network development, with a developing trail network of over 50 miles of shared use paved trails, sidepaths, and natural surface trails. Fayetteville was designated a Bronze level Bicycle Friendly Community by the League of American Bicyclists in 2010 and 2014.

The Razorback Regional Greenway follows the Scull Creek and Frisco Trails north/south through the heart of Fayetteville. The City of Fayetteville created the Fayetteville Alternative Transportation and Trails (FATT) Plan in 2003 (updated periodically), which guides future trail development. It highlights specific recommendations including over 129 miles of shared use trails and 163 miles of on-street facilities. While opportunities exist to continue expanding the bicycle and pedestrian

Regional Destinations

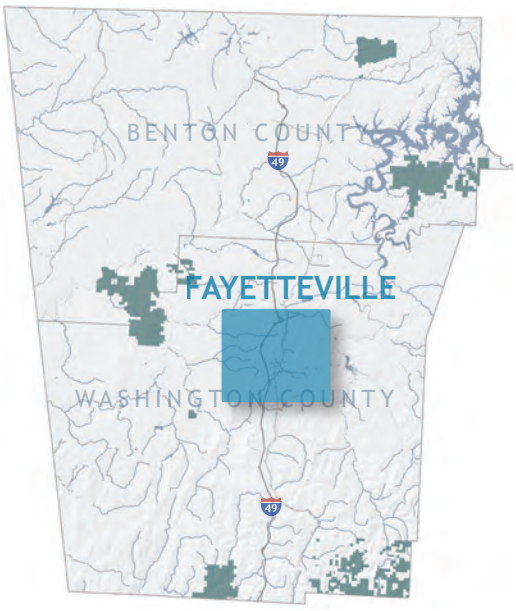
- Razorback Regional Greenway
- University of Arkansas
- Walton Arts Center
- Botanical Gardens
- Regional Park and Mt Kessler
- Lake Wilson
- Lake Fayetteville
- Northwest Arkansas Mall
- Dickson Street Entertainment District
- Fayetteville Square
- Lake Sequoyah

Other Key Destinations

- Local parks and schools, public library
- Commercial areas
- Residential areas
- Employment Centers

Clockwise from upper left: Bicyclist on the Razorback Regional Greenway/Frisco Trail in front of Arsaga's; Dickson Street; Rock City - Mt. Kessler trails

REGIONAL LOCATION MAP

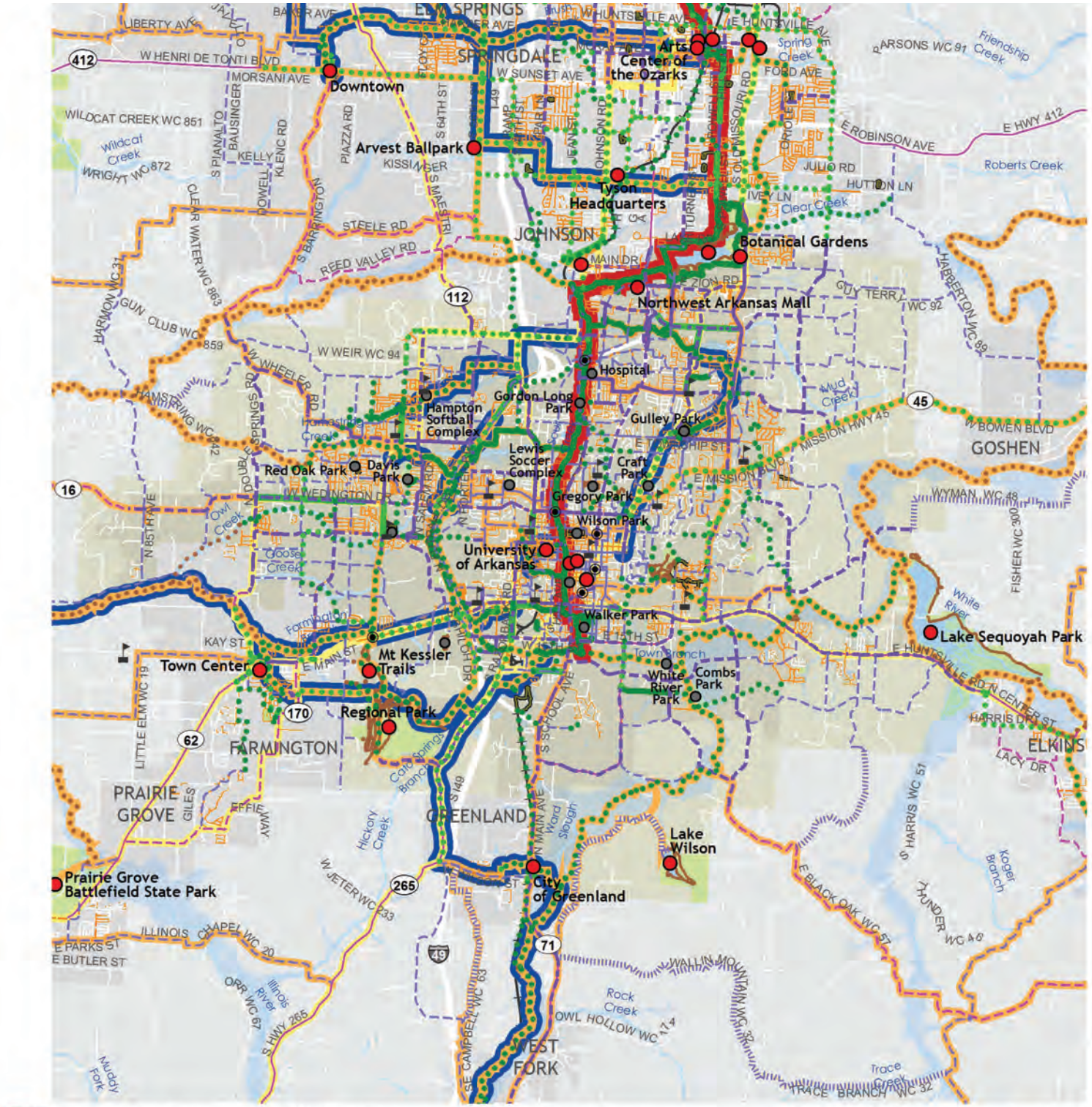


network, challenges include traversing several high speed, high traffic volume corridors such as I-49, Martin Luther King Jr. Boulevard, Gregg Avenue, Wedington Drive, North Street, College Avenue, and Crossover Road. Several key roadway corridors are narrow with high speeds and high traffic volumes as well. Examples include Mission Boulevard, Old Wire Road, AR 112, and Huntsville Road. The historical development patterns and topography pose challenges for effective and efficient east/west transportation corridors. Key next steps for the City of Fayetteville include: continuing to develop branches to and from the Razorback Regional Greenway and other existing trails, improving connections to regional destinations such as the downtown square and the University of Arkansas, the developing Regional Park, building links to surrounding communities, and finding safe ways to connect local destinations such as schools, neighborhoods, parks, and commercial areas – establishing safe crossings and alternatives to major roadways.

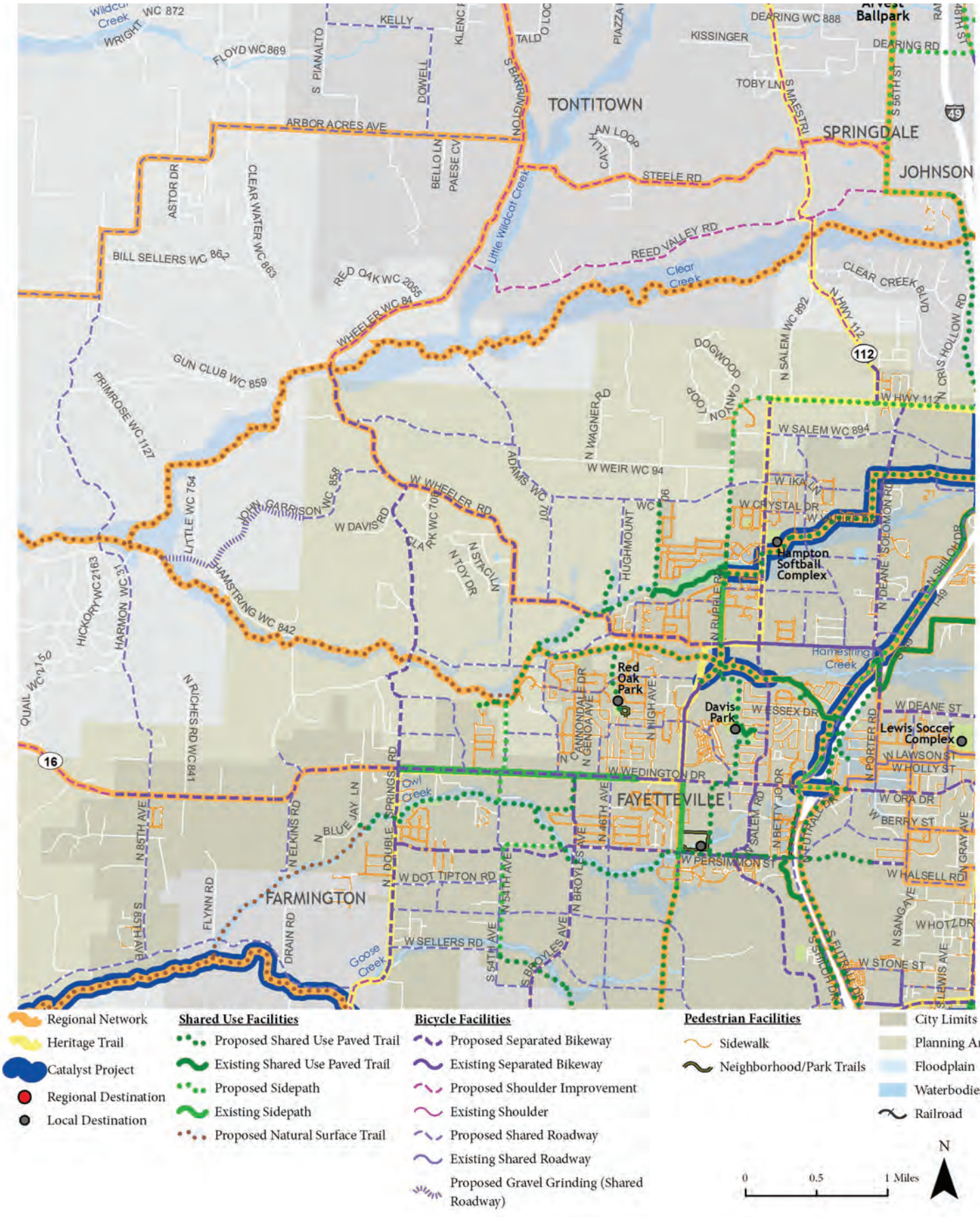
Key Needs & Recommendations for Fayetteville (continued on page 6-54)

Topic	Key Needs & Notes
Regional Needs	» Develop branches to/from the Razorback Regional Greenway. » Develop connections to the new Regional Park, Lake Sequoyah, Lake Wilson, and improve connections to/from the University of Arkansas and the downtown area. » Several high speed, high traffic volume roads combined with geographical constraints, limiting the width of some roads, hinders connectivity to surrounding communities.
Other Key Needs	» The FATT Plan serves as a key guide for next steps in bicycle and pedestrian network development. » Several high speed, high traffic volume corridors limit circulation through the city. Topography, geography and narrow roadway widths also limit level of service for bicyclists generally. These are key challenges the city should continue to engage. » Develop safe routes to schools, parks, and other local destinations.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Continue integrating shared use paved trails and sidepaths as part of pedestrian network improvements where feasible, mostly outside of the urban core. Development of on-street bike facilities along roads with sidewalks lacking a roadway buffer can enhance the pedestrian network as well.
Intersections	» Crossing facilities are well constructed in several locations in the downtown area utilizing high visibility crosswalks, raised crossings, brick pavers, and curb extensions to shorten the crossing distance for pedestrians (especially around the downtown square). » Continue making intersection improvements as the bicycle and pedestrian network develops, especially at locations such as College Avenue and Rebecca Street that serve as key crossing points. Innovative intersection treatments (see design guidelines in Appendix A) should be implemented, building upon crossing treatments already implemented by the City of Fayetteville at key Razorback Regional Greenway intersection crossings.
On-Street Bike Facilities	» Separated Bikeway – Maple Street: Develop separated bicycle and pedestrian facilities along Maple Street. This is a catalyst project linking the Razorback Regional Greenway and the University of Arkansas. It is a high traffic volume corridor with high levels of bicycle and pedestrian traffic. » Separated Bikeway – Sycamore Street: Develop separated bicycle facilities, providing a key east/west link between Garland Avenue and College Avenue, connecting to the Razorback Regional Greenway.

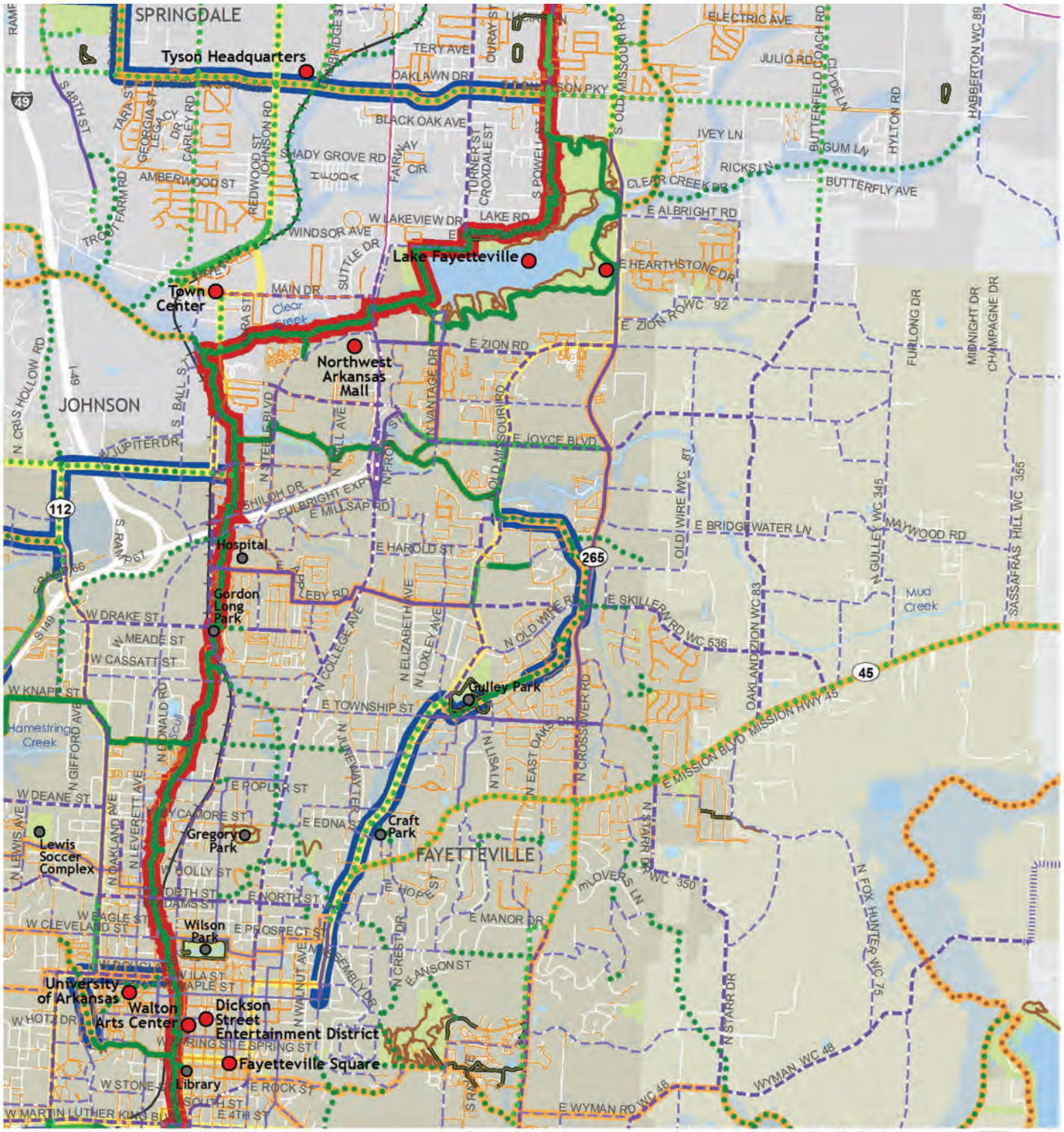
MAP 6.10 FAYETTEVILLE COMMUNITY PLAN



MAP 6.10-NW FAYETTEVILLE NORTHWEST QUADRANT



MAP 6.10-NE FAYETTEVILLE NORTHEAST QUADRANT



Razorback Regional Greenway
Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

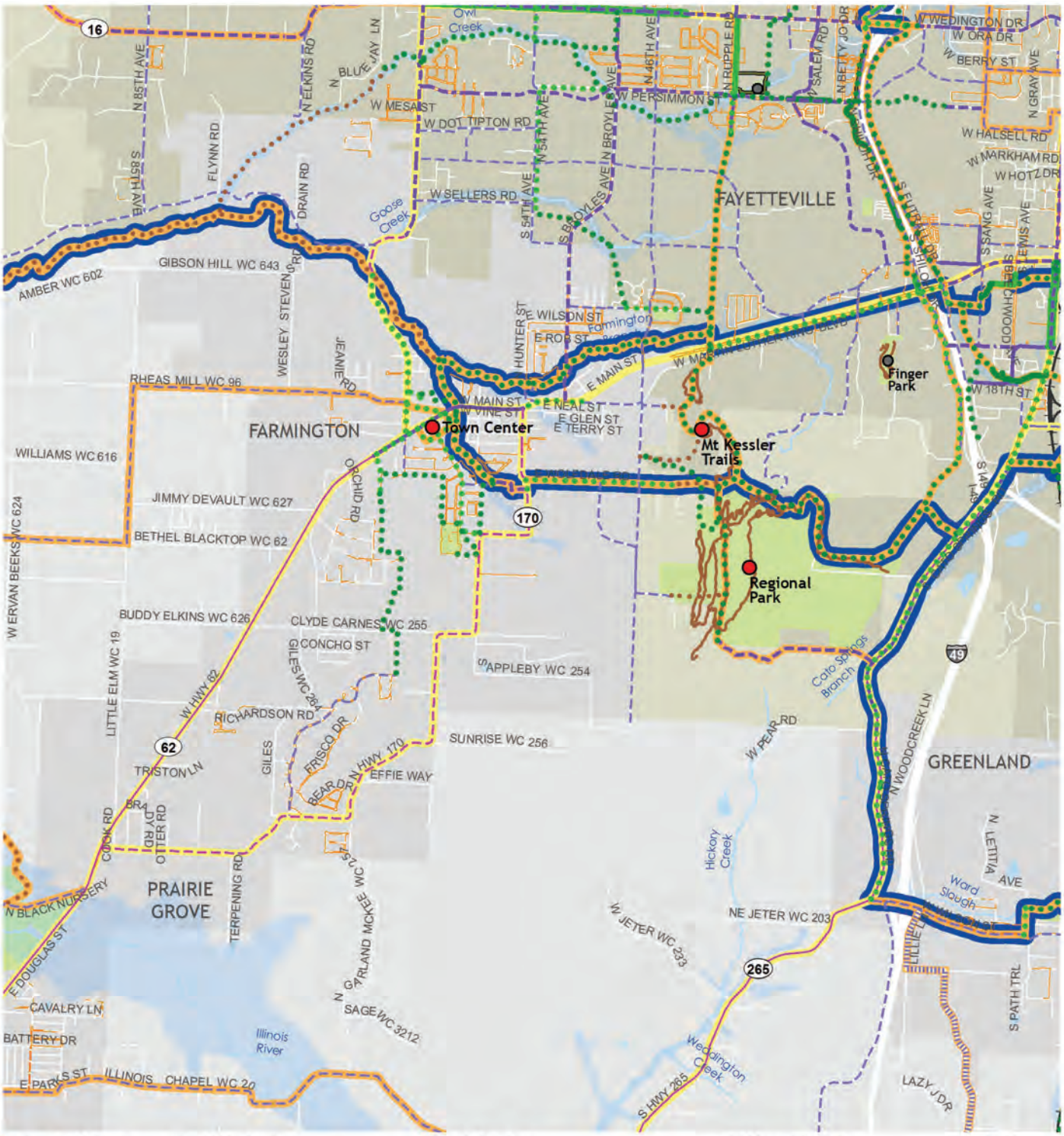
Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Proposed Natural Surface Trail
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Existing Separated Bikeway
Existing Shoulder
Proposed Shared Roadway
Existing Shared Roadway
Proposed Gravel Grinding (Shared Roadway)

Pedestrian Facilities
Sidewalk
Proposed Sidewalk
Neighborhood/Park Trails

City Limits
Planning Area
Floodplain
Waterbodies
Railroad

MAP 6.10-SW FAYETTEVILLE SOUTHWEST QUADRANT



Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

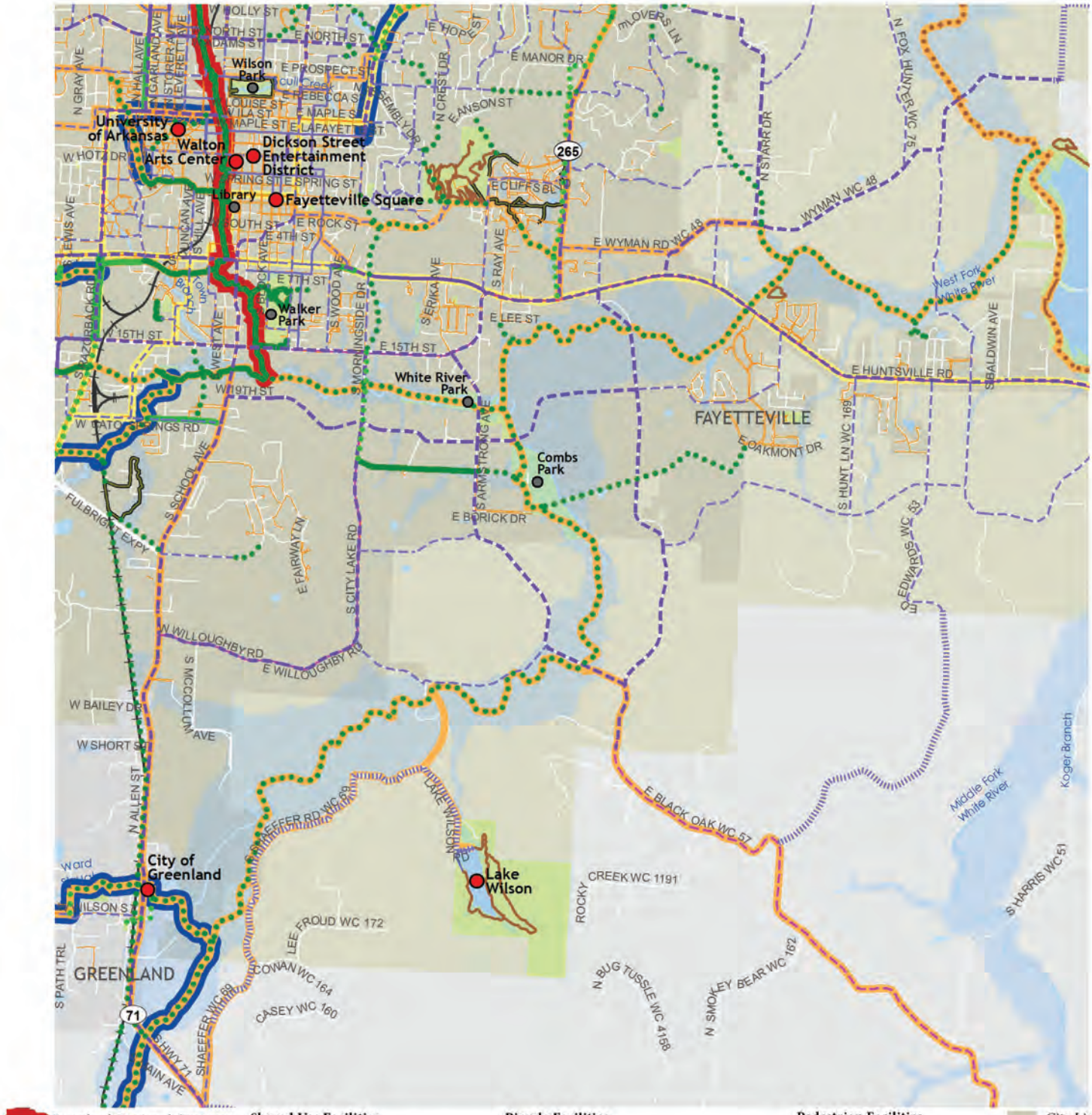
Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Existing Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

- City Limits
- Planning Area
- Floodplain
- Waterbodies
- Railroad

MAP 6.10-SE FAYETTEVILLE SOUTHEAST QUADRANT



Razorback Regional Greenway
Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Existing Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

- City Limits
- Planning Area
- Floodplain
- Waterbodies
- Railroad

N

0 0.5 1 Miles

Key Needs & Recommendations for Fayetteville (continued from page 6-48)

Facility Recommendation	Recommendation Detail
On-Street Bike Facilities	» Separated Bikeway – Huntsville Road: Continue developing separated facilities to allow safe passage for users. This connects southeastern Fayetteville and the downtown area, as well as linking toward Lake Sequoyah and the City of Elkins.
Shared Use Facilities	» Sidepath – Mission Boulevard, Old Wire Road, and Old Missouri Road: Develop connection from Lafayette Street in downtown Fayetteville to Lake Fayetteville and the Springdale border. This is a critical corridor for northeast Fayetteville, connecting several schools, parks, neighborhoods, Lake Fayetteville, Springdale, and downtown Fayetteville. Separation from traffic needed due to high speeds and traffic volumes. » Sidepath – East Mission Boulevard: Continue sidepath development northeast from the Mission Boulevard and Old Wire Road intersection. This will also link several schools and neighborhoods in east Fayetteville and connect toward the City of Goshen and rural Washington County. » Shared Use Paved Trail/Sidepath – Regional Park & Greenland Connection: Continue developing trail links southwest from the Razorback Regional Greenway, utilizing trail connections identified by the City of Fayetteville (Greathouse Park Trail and the Shiloh Trail) toward the Regional Park and Greenland. Develop sidepath along Cato Springs Road to continue south toward Greenland. » Shared Use Paved Trail – Oak Ridge Trail: Extend the western terminus of the Oak Ridge Trail northwest through the U of A campus, connecting to Maple Street. This provide a key corridor through campus toward the football stadium and west Fayetteville.
Other Topics	**Notes**
Multi-Modal Connections	» Fayetteville is connected to Ozark Regional Transit routes 1, 2, 3, and 4 with 27 stops throughout Fayetteville. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects through Fayetteville along several corridors including AR 16 and US 62 (east/west) and Old Wire Road, Old Missouri Road, AR 112, and US 71 (north/south). It follows several street connections through the heart of downtown.

Program & Policy Recommendations (*note - key recommendations bolded)

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Silver (short-term), Gold (mid-term) and Platinum (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

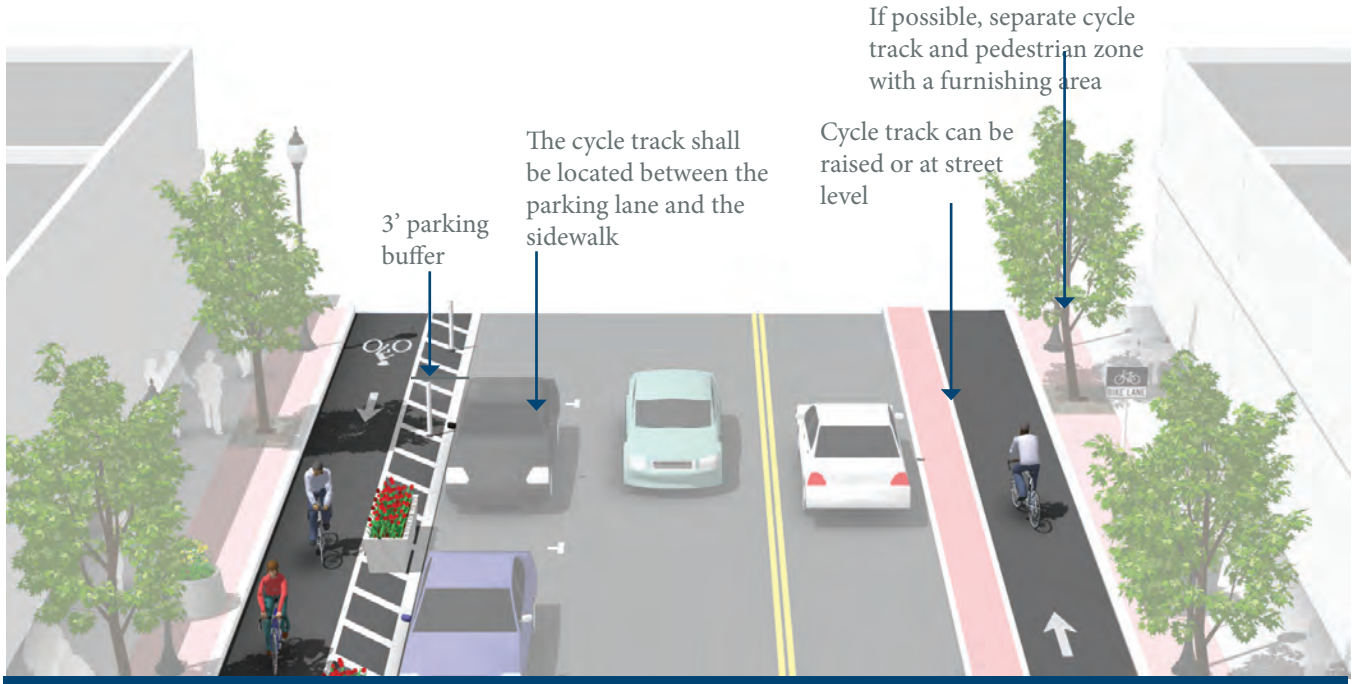
For many of these actions there is an opportunity for the communities of the region to share resources with individual communities participating in regional programs or attending trainings convened at the regional scale. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Update the Master Street Plan to reflect best practices in bicycle facility design, considering innovative designs such as cycle tracks and buffered bike lanes.	Short	City of Fayetteville
Coordinate with AHTD on bicycle and pedestrian infrastructure on state roads through the City. Include protected bike lanes on highways 35 mph and above.	Short	City of Fayetteville, AHTD
ADA Transition Plans	Medium	City of Fayetteville
Transportation Planning and Land Use Planning Considerations	Long	NWARPC, City of Fayetteville
Increase the amount of high quality bicycle parking throughout the community.	On-going	City of Fayetteville
Expand the street bike network and increase network connectivity.	On-going	City of Fayetteville
Education		
Safe Routes to School	Medium	City of Fayetteville Schools, BCO
Each school should adopt Safe Routes to School plan		
Education campaign including motorists, walkers/runners, and bicyclists	Medium	NWARPC, Northwest Arkansas Council, City of Fayetteville
Continue to expand education programming from elementary school (currently) to middle school and high school	Medium	City of Fayetteville, BCO
Encouragement		
Additional staff for expanded responsibilities involved with outreach	Short	City of Fayetteville
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, Northwest Arkansas Council, City of Fayetteville
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council
Open Streets Events	Medium	Northwest Arkansas Council, City of Fayetteville, BCO, local bike shops
Bicycle Friendly Business Program	Short	City of Fayetteville, BCO
Support more family-oriented community or social rides, and bicycle-themed festivals, parades or shows	Medium	City of Fayetteville, BCO
Encourage the University of Arkansas to promote cycling to students, staff, and faculty and to seek recognition through the Bicycle Friendly University Program	Medium	City of Fayetteville, BCO, U of A
Enforcement		
Repeal the mandatory sidepath law.	Medium	City of Fayetteville
Non-mandatory bike registration and bike recovery assistance		
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Fayetteville
Bicyclist and Motorist Ticket Diversion Program	Long	City of Fayetteville Law Enforcement
Evaluation		
Annual trail and bikeway use counts	Short	City of Fayetteville
Work with AHTD to execute bicycle & pedestrian planning and evaluation on state roadways through Fayetteville	Short	City of Fayetteville, AHTD
Walking, Bicycling and Trails Report Card	Medium	City of Fayetteville
Economy		
Economic Impact Report for Razorback Regional Greenway and Trails	Medium	Northwest Arkansas Council, City of Fayetteville
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Fayetteville

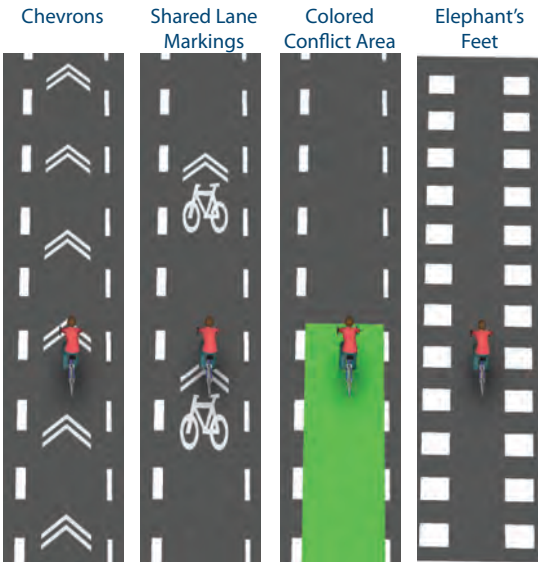
Design Guideline Examples For Fayetteville

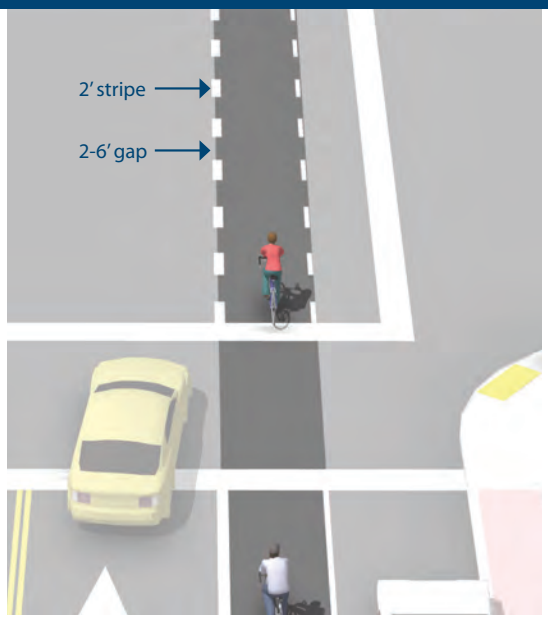
Below are some highlights from this plan's bicycle and pedestrian design guidelines that are relevant to Fayetteville's recommendations. See the full Appendix A for more information and other design guide resources.

CYCLE TRACKS



INTERSECTION CROSSING MARKINGS





GENTRY WALK/BIKE ACTION PLAN

OVERVIEW

Gentry has a population of 3,298 and covers 4.3 square miles in western Benton County. The largest population center in western NWA, Siloam Springs, lies eight miles to the southwest, with Decatur six miles to the north. Directly east is XNA Airport (12 miles), Cave Springs (16 miles) and the urban NWA corridor (20 miles). Not only are there opportunities for improved connectivity to Siloam Springs and other parts of NWA, but there are also opportunities to provide connections between the high school area (all Gentry schools to be located here in the future), the downtown area, library, and public lands such as the developing Flint Creek Nature area.

Regional Destination

- Downtown

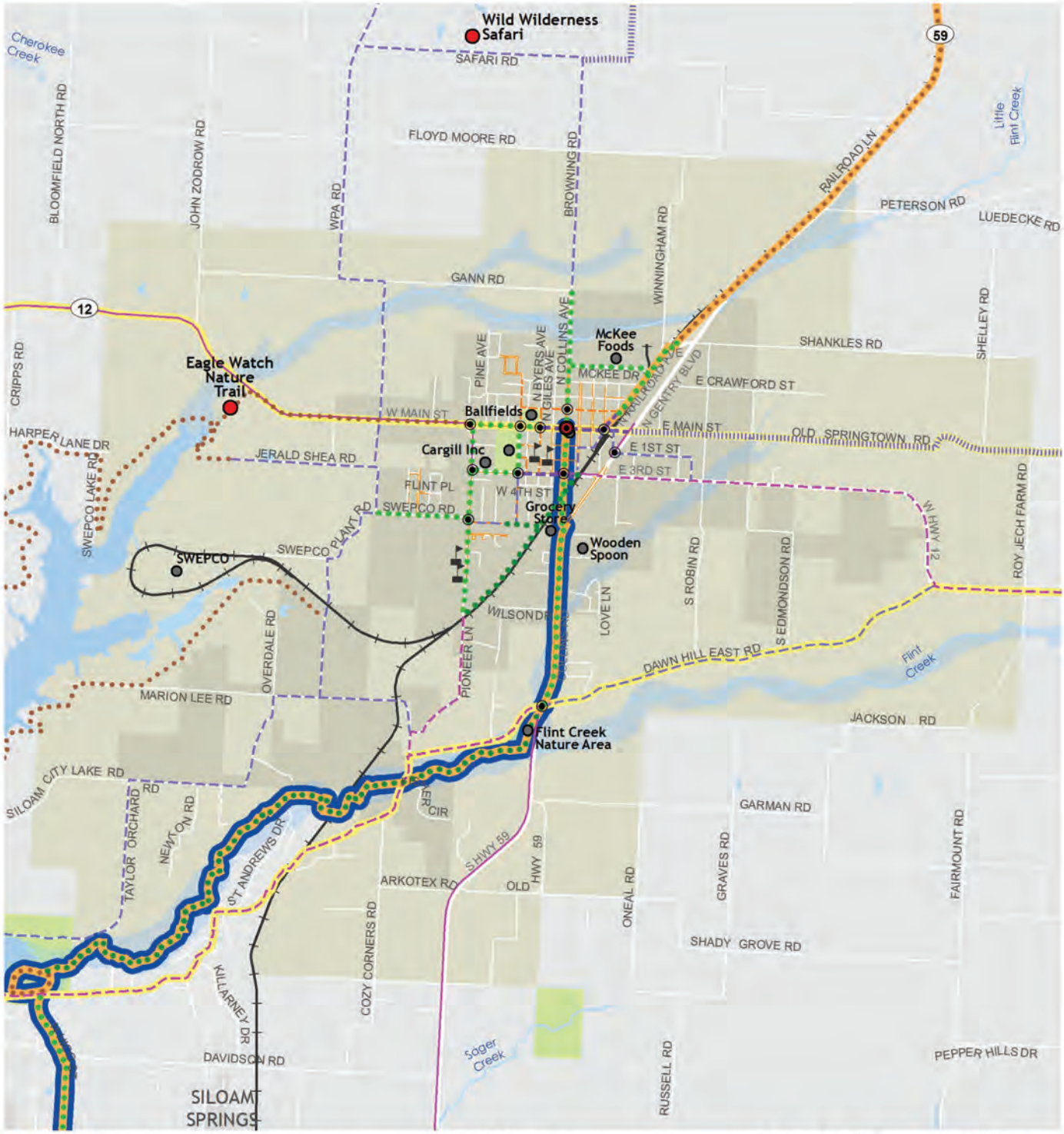
Other Key Destinations

- Flint Creek Nature Area
- Gentry High School
- Wild Wilderness Safari
- Library
- Grocery store: Walmart Express on AR 59
- City Park
- Eagle Watch Nature Trail
- Ballfields on Byers Avenue

Clockwise from upper left: Eagle Watch Nature Trail; Fall Fest at City Park; Downtown Gentry

REGIONAL LOCATION MAP

MAP 6.11 GENTRY COMMUNITY PLAN



Key Needs & Recommendations for Gentry

Topic	Key Needs & Notes
Regional Needs	» Connect to Siloam Springs – 3.5 miles from developing Flint Creek Nature Area to Siloam Springs Lake. » Connect to Decatur. » Connect to urban NWA corridor.
Other Key Needs	» Need improved bicycle and pedestrian connections to Gentry High School. » Connect downtown businesses, connect to library. » Developed a draft plan for sidewalk/trail additions. » Connect large employers such as Cargill, Swepco, and McKee Foods. » Connect local parks and public space.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Elementary School and Middle School: Expand neighborhood sidewalk links to improve pedestrian connectivity. » Arkansas Street and ballfields: Link ballfields and northern downtown neighborhoods with downtown core.
Intersections	» Main Street: Crossing improvements needed for Main Street. Key intersections link downtown, the library, City Park, ballfields on Byers Avenue, and toward neighborhood schools. » Pioneer Lane: Improve Pioneer Lane crossings to connect schools. » Collins Avenue: Improve Collins Avenue crossings to link eastern/western halves of Gentry. » 3rd Street: Improve 3rd Street crossings to link southern section of Gentry and neighborhood schools.
On-Street Bike Facilities	» Separated Bikeway along Main Street: Link through downtown utilizing the existing width of Main Street, complementing existing wide sidewalks. » Separated Bikeway along 3rd Street: Provide link through key east/west corridor through south of downtown neighborhoods. Utilize existing street width, complementing sidewalks as feasible. » Separated Bikeway and Shared Roadway along Railroad Avenue: Connect rail with trail through Gentry's east downtown area.
Shared Use Facilities	» Sidepath – Pioneer Lane: Develop sidepath link along Pioneer Lane connecting the high school campus toward City Park and Downtown. » Sidepath – Collins Avenue and AR 59: Develop sidepath link along Collins Avenue and AR 59, linking the center of Gentry to the Flint Creek Nature Area and potential connections toward Siloam Springs. » Shared Use Paved Trail – Rail with trail: Develop rail with trail link along west side of rail line from Pioneer Lane toward downtown. » Shared Use Paved Trail – Flint Creek Nature Area to Siloam Springs Lake: Develop shared use paved trail along Flint Creek to connect toward Siloam Springs Lake and the City of Siloam Springs.
Other Topics	**Notes**
Multi-Modal Connections	» Gentry is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects through the heart of Gentry along Main Street. To the south, the Heritage Trail follows Dawn Hill Road to Siloam Springs. From Main Street and Dawn Hill Road, the Heritage Trail extends east toward the urban NWA corridor.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Gentry
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Gentry
Complete Streets Policy	Medium	City of Gentry
ADA Transition Plans	Medium	City of Gentry
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Gentry
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Gentry
Education		
Safe Routes to School	Medium	City of Gentry
Network with existing capacity in NWA	Medium	City of Gentry City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Gentry
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Gentry
Bike and Walk Month	Medium	City of Gentry
Group Rides and Walks	Medium	City of Gentry
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Gentry Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Gentry Law Enforcement
Bike and Foot Patrol Units	Medium	City of Gentry Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Gentry
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Gentry
Bicycle, Pedestrian, and Trail Count Program	Short	City of Gentry
Walking, Bicycling and Trails Report Card	Medium	City of Gentry
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Gentry

GOSHEN WALK/BIKE ACTION PLAN

OVERVIEW

Goshen is a rural community with a population of 1,134 spread over 11.68 square miles in eastern Washington County. Fayetteville (Fayetteville Square – 11 miles to the southwest), Springdale (13 miles to the northwest) and Elkins (11 miles to the south) are the nearest communities. Beaver Lake branches into Richland Creek and Mill Branch in Goshen offering access to scenic waterways. Because of its rural character and scenic landscape, opportunities in Goshen include rural trail development, scenic bikeways and connectivity to the east side of Fayetteville.

Regional Destinations

» Goshen town center

Other Key Destinations

» Richland Creek access

Clockwise from upper left: White River; Scenic and low traffic volume roads - Blue Springs Road; Historic School House Cafe

REGIONAL LOCATION MAP

MAP 6.12 GOSHEN COMMUNITY PLAN

Key Needs & Recommendations for Goshen

Topic	Key Needs & Notes
Regional Needs	» Connect to Fayetteville, Springdale, Elkins, Lake Sequoyah, and Beaver Lake.
Other Key Needs	» Link residential areas to town center. » Link to Richland Creek access.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Goshen does not have sidewalks; sidewalks should be considered with future neighborhood growth and growth in the town center.
Intersections	» AR 45 and Blue Springs Road: AR 45 is a high speed road through the center of Goshen. Crossing facilities should be installed at the AR 45 and Blue Springs Road intersection with future growth.
On-Street Bike Facilities	» Shared Roadway: These include scenic roads with low traffic volumes such as Blue Springs Road, Oxford Bend Road, Wyman Road, and Tuttle Road.
Shared Use Facilities	» Sidepath – AR 45: Develop a sidepath along AR 45 toward Fayetteville linking both the center of Goshen and the Richland Creek access. This will provide separation from high speed traffic along this scenic corridor. » Natural Surface Trail – Develop a network of trails through Goshen utilizing Richland Creek and Mill Branch in connecting to Beaver Lake, Lake Sequoyah, and rural Washington County.
Other Topics	**Notes**
Multi-Modal Connections	» Goshen is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail does not connect through Goshen.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Goshen
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Goshen
Complete Streets Policy	Medium	City of Goshen
ADA Transition Plans	Medium	City of Goshen
Bicycle Parking – as needed	Medium	NWARPC, Northwest Arkansas Council, City of Goshen
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Goshen
Education		
Network with existing capacity in NWA	Medium	City of Goshen City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Goshen
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Goshen
Bike and Walk Month	Medium	City of Goshen
Group Rides and Walks	Medium	City of Goshen
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Goshen Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Goshen Law Enforcement
Bike and Foot Patrol Units	Medium	City of Goshen Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Goshen
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Goshen
Bicycle, Pedestrian, and Trail Count Program	Short	City of Goshen
Walking, Bicycling and Trails Report Card	Medium	City of Goshen
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Goshen

GRAVETTE WALK/BIKE ACTION PLAN

OVERVIEW

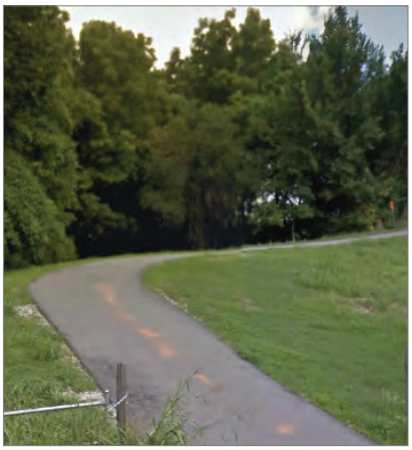
Gravette is a rural community that has a population of 2,390 and covers 13.2 square miles (most of which is newly acquired property bordering Bella Vista) in western Benton County. Nearby communities include Decatur (six miles to the south), Bella Vista (13 miles to the northeast), and Centerton near the NWA urban corridor (14 miles to the east). Key opportunities will include linking neighborhoods with the high school, neighborhood elementary and middle schools, the town center, and other local destinations. Opportunities to connect to other communities via long-distance routes are highlighted by the scenery of rural NWA.

Regional Destinations

- Downtown

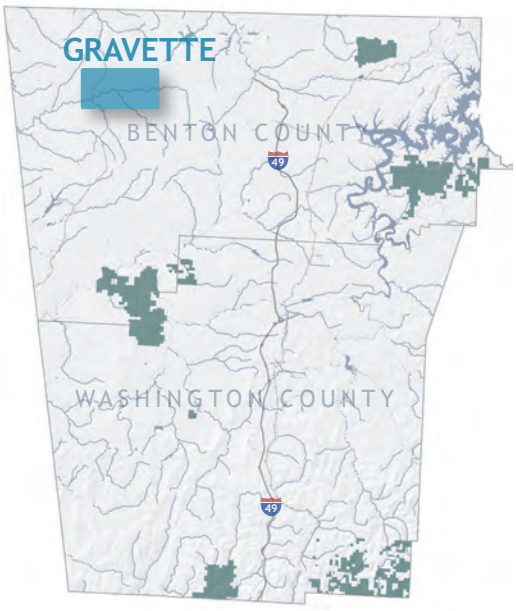
Other Key Destinations

- High School and neighborhood elementary/ middle schools
- Local Parks
- Civic Center, Library, and Museum on Charlotte Street
- Grocery stores – Marvin's and Walmart Express
- Ozarks Community Hospital

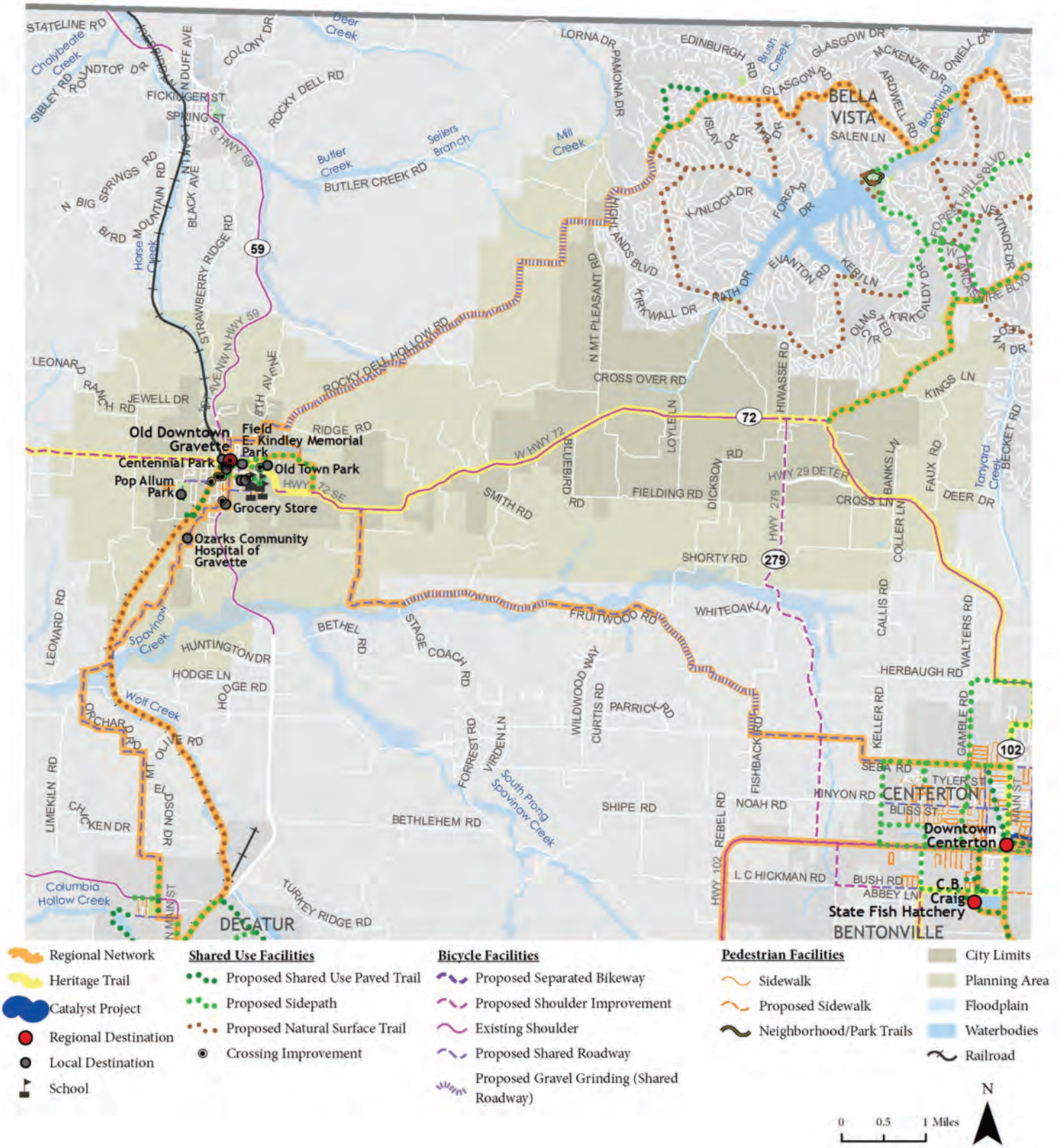


Clockwise from upper left: Shared use paved trail between ballfields and rail line; AR 72 paved shoulder; Old downtown Gravette

REGIONAL LOCATION MAP



MAP 6.13 GRAVETTE COMMUNITY PLAN



Key Needs & Recommendations for Gravette

Topic	Key Needs & Notes
Regional Needs	» Connect to Decatur, Bella Vista, Centerton, and urban NWA corridor.
Other Key Needs	» Connect to high school and neighborhood schools. » Link residential areas to downtown center. » Link to grocery stores. » Connect local parks and public space including the Civic Center and Gravette Historical Museum.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» AR 59: Construct sidewalk along AR 59 for business accessibility. » Other links: Other linkage opportunities include Pop Allum Park on West Dallas Street and toward Ozarks Community Hospital on southwest corner of the city.
Intersections	» AR 59 and AR 72: Key intersection especially with recommended improvements. » Links to grocery stores: Improve crossing facilities near Marvin's and Walmart Express grocery stores; these are also key links through Gravette. » AR 72 and 8th Avenue: Key intersection between Elementary/Middle Schools and High School (links to Old Town Park).
On-Street Bike Facilities	» Separated Bikeway through the old downtown center (Main Street and 2nd Avenue): Link through old downtown utilizing the existing width of Main Street and 2nd Avenue. This complements existing wide sidewalks and links to proposed sidepaths and other sections of Gravette. » Shared Roadway along 2nd Avenue: This street provides a key north/south route through Gravette with branches connecting to local parks, schools, and hospital as well as regional connections toward Gravette and Bella Vista.
Shared Use Facilities	» Shared Use Paved Trail – Rail with trail: Develop shared use paved trail along the active rail line between downtown and the developing rail trestle undercrossing to Pop Allum Park. Continue soft-surface shared use trail toward Decatur. » Sidepath – School Connection: Develop link along Main Street between old downtown and high school. » Sidepath – AR 72/Charlotte Street loop: Develop sidepaths linking downtown, several parks, Civic Center, Museum, elementary/middle schools and recommended rail with trail.
Other Topics	**Notes**
Multi-Modal Connections	» Gravette is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects east/west through the heart of Gravette along AR 72 linking Gravette with Centerton (to the east) and the Oklahoma border (to the west).

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Gravette
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Gravette
Complete Streets Policy	Medium	City of Gravette
ADA Transition Plans	Medium	City of Gravette
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Gravette
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Gravette
Education		
Safe Routes to School	Medium	City of Gravette
Network with existing capacity in NWA	Medium	City of Gravette City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities (i.e. – build upon event opportunities such as Chamber of Commerce 5k)	Short	City of Gravette
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Gravette
Bike and Walk Month	Medium	City of Gravette
Group Rides and Walks	Medium	City of Gravette
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Gravette Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Gravette Law Enforcement
Bike and Foot Patrol Units	Medium	City of Gravette Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Gravette
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Gravette
Bicycle, Pedestrian, and Trail Count Program	Short	City of Gravette
Walking, Bicycling and Trails Report Card	Medium	City of Gravette
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Gravette

GREENLAND WALK/BIKE ACTION PLAN

OVERVIEW

Greenland is a rural community whose city limits border that of Fayetteville (Fayetteville Square is five miles north). Greenland has a population of 1,300 and covers 3.3 square miles in Washington County. West Fork, Greenland's closest neighbor to the south lies five miles away along the West Fork of the White River. Greenland is located in close proximity to Lake Wilson Park and Mt. Kessler, which is Fayetteville's developing regional park and the western terminus of the Town Branch/Cato Springs Trail. Key opportunities will include improving connectivity to these destinations, as well as improving circulation throughout Greenland and making direct links to its schools on the east side of US 71.

Regional Destinations

- Mt. Kessler and Fayetteville's developing regional park
- Lake Wilson Park
- Greenland town center

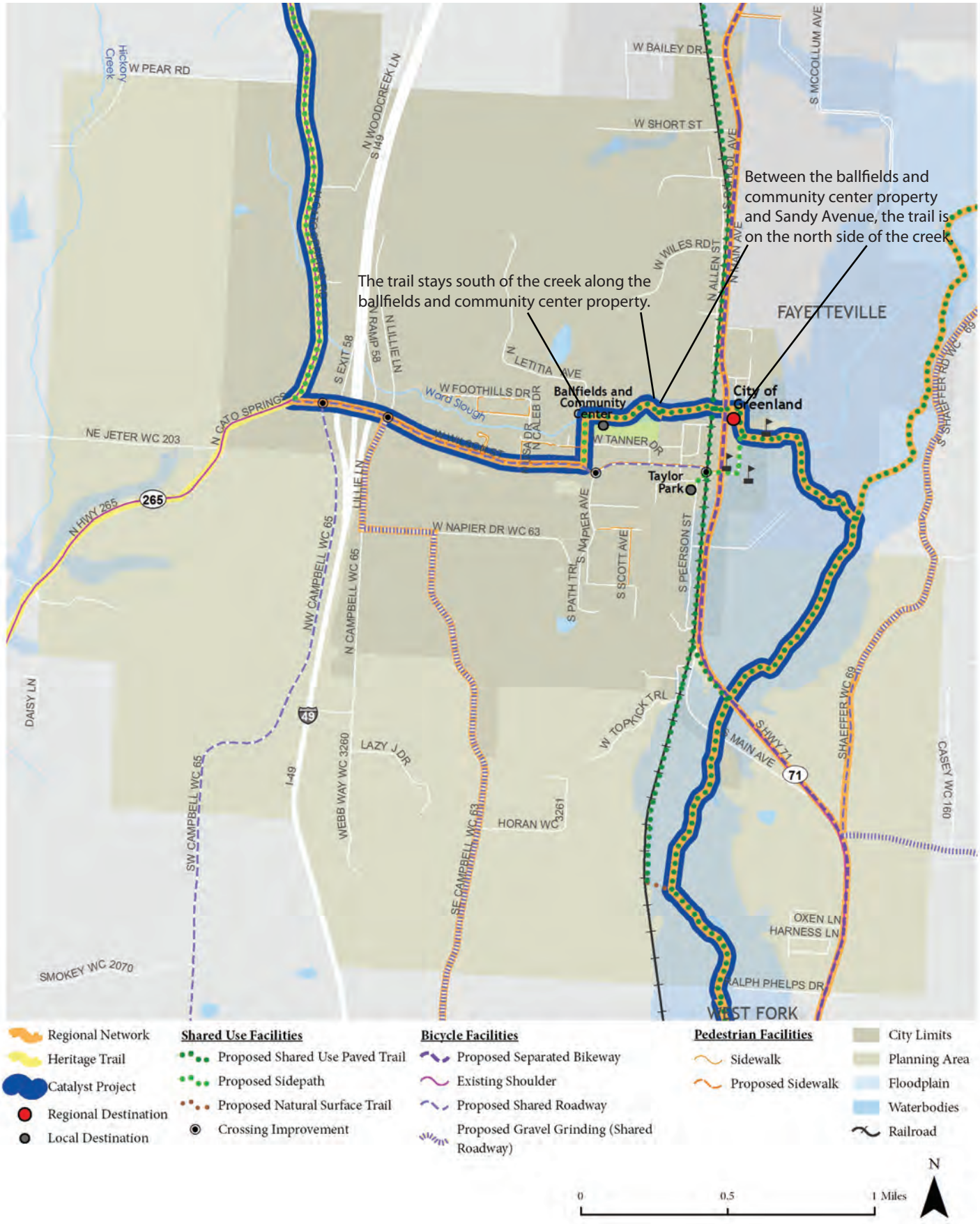
Other Key Destinations

- Schools and adjacent library
- Ballfields (community center adjacent) and Taylor Park

Clockwise from upper left: Taylor Park; Shared use paved trail opportunity along White River tributary; Greenland schools

REGIONAL LOCATION MAP

MAP 6.14 GREENLAND COMMUNITY PLAN



Key Needs & Recommendations for Greenland

Topic	Key Needs & Notes
Regional Needs	» Connect to Mt Kessler and Fayetteville's developing regional park. » Connect to Lake Wilson Park. » Connect to the southern terminus of the Razorback Regional Greenway. » Connect Greenland town center.
Other Key Needs	» Connect schools. » Connect local parks.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Wilson Street and Napier Avenue: Continue developing the sidewalk network, filling in gaps along Wilson Street and linking the neighborhoods to the south along Napier Avenue.
Intersections	» US 71 Crossings: High visibility crosswalks with signalized pedestrian countdown signals are in place at the Wilson Street and US 71 intersection. A shared use paved trail along Greenland's east/west tributary of the West Fork of the White River should consider the feasibility of an undercrossing of US 71 near the school campuses. » Wilson Street: The improvement at several crossings of Wilson Street will facilitate improved connectivity between north/south residential areas, local parks and future trail development.
On-Street Bike Facilities	» Separated Bikeway – US 71: A road diet combined with on-street separated bicycle facilities will connect Greenland with Fayetteville and West Fork. » Shared Roadway – Campbell Loop Road: This scenic, low traffic volume route links Greenland with West Fork.
Shared Use Facilities	» Shared Use Paved Trail – east/west West Fork of the White River tributary: This shared use paved trail links local destinations and residential areas from Letitia Avenue to Greenland schools. More broadly, it provides connection opportunities toward the developing regional park, Fayetteville, and West Fork. » Shared Use Paved Trail/Sidepaths – developing regional park link: A combination of Shared Use Paved Trails and sidepaths in the west/northwest section of Greenland will link to the developing regional park. » Shared Use Paved Trail – West Fork of the White River: Develop shared use paved trail utilizing the scenic West Fork of the White River connecting Greenland with Fayetteville and West Fork. » Shared Use Paved Trail – Rail with trail: Develop a shared use paved trail along the active rail line connecting Greenland with Fayetteville and West Fork.
Other Topics	**Notes**
Multi-Modal Connections	» Greenland is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Greenland are found at City Hall, Dollar General, and Post Office. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south along the west (Cato Springs Road) side of Greenland. It connects Greenland with Fayetteville, West Fork, and rural Washington County.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Greenland
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Greenland
Complete Streets Policy	Medium	City of Greenland
ADA Transition Plans	Medium	City of Greenland
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Greenland
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Greenland
Education		
Safe Routes to School	Medium	City of Greenland
Network with existing capacity in NWA	Medium	City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Greenland
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Greenland
Bike and Walk Month	Medium	City of Greenland
Group Rides and Walks	Medium	City of Greenland
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Greenland Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Greenland Law Enforcement
Bike and Foot Patrol Units	Medium	City of Greenland Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Greenland
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Greenland
Bicycle, Pedestrian, and Trail Count Program	Short	City of Greenland
Walking, Bicycling and Trails Report Card	Medium	City of Greenland
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Greenland

JOHNSON WALK/BIKE ACTION PLAN

OVERVIEW

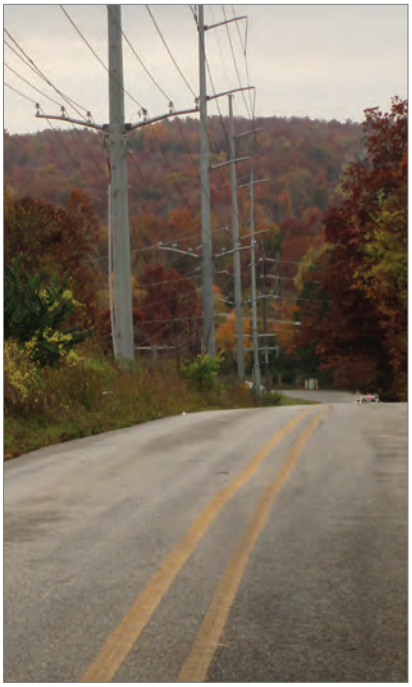
Johnson is a suburban community that has a population of 3,465 and covers 3.6 square miles in Washington County adjacent to the urban corridor. It borders the city limits of Springdale, Fayetteville, and Tontitown (six miles to each of their respective downtown areas). The Razorback Regional Greenway runs along Scull Creek and Clear Creek through Johnson. Key opportunities include developing branches and multiple access points to the Razorback Regional Greenway, linking to Arvest Ballpark, and linking to surrounding communities. Safe crossings of Main Drive east/west through town will also be important for the City of Johnson.

Regional Destinations

- Razorback Regional Greenway
- Downtown center

Other Key Destinations

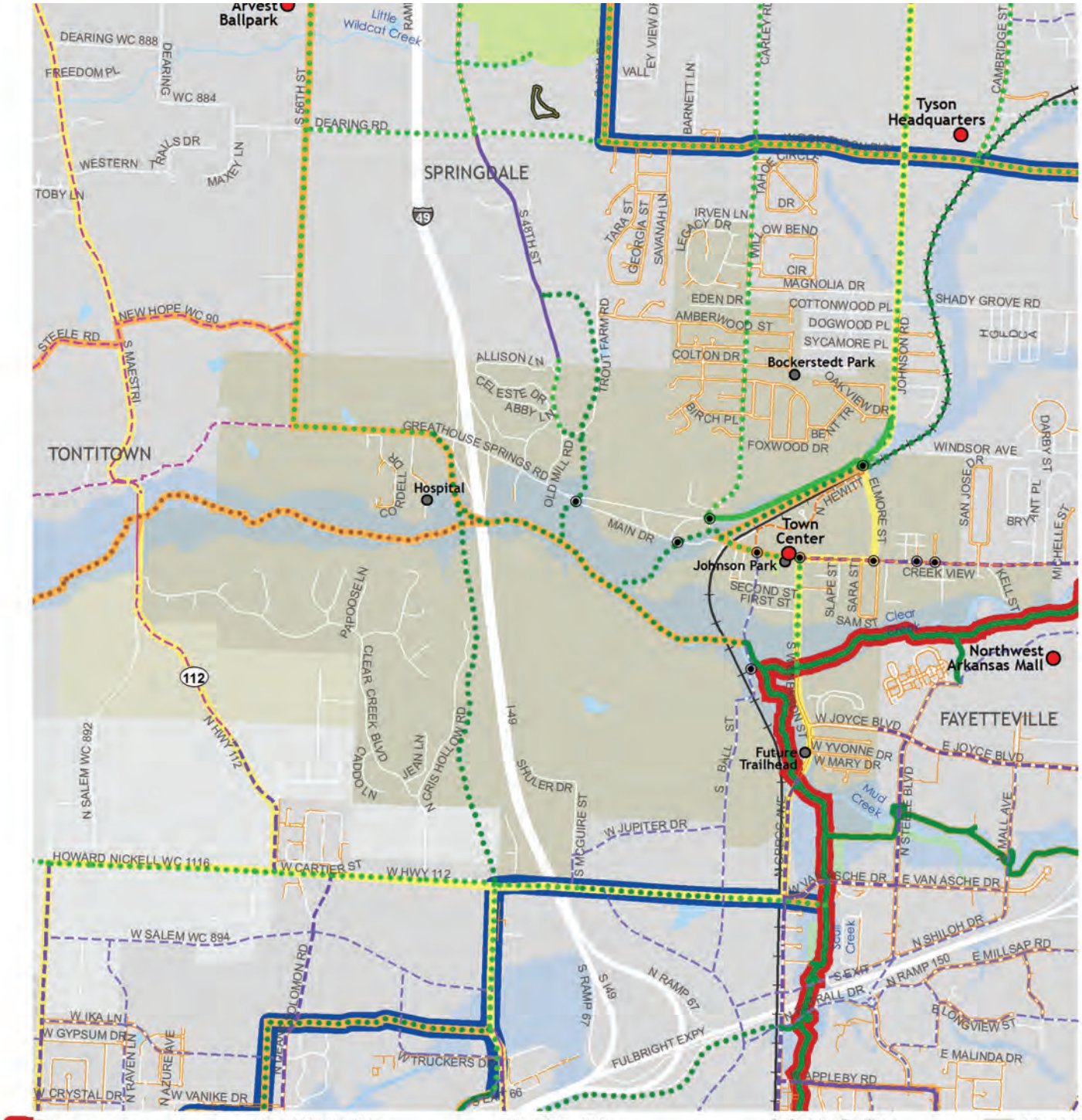
- Residential areas
- Johnson Park
- Future Razorback Regional Greenway access points
- Willow Creek Hospital



Clockwise from upper left: Sidepath opportunities along New Hope Road toward Arvest Ballpark; Razorback Regional Greenway near Ball Street; Trail opportunities along Clear Creek, extending from the Razorback Regional Greenway

REGIONAL LOCATION MAP

MAP 6.15 JOHNSON COMMUNITY PLAN



Key Needs & Recommendations for Johnson

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area. Connect to the Razorback Regional Greenway, Springdale, Fayetteville, and Tontitown. Link to nearby destinations such as Arvest Ballpark.
Other Key Needs	» Provide links to Johnson Park and the downtown center. » Provide neighborhood connectivity. » Link to Willow Creek Hospital. » Develop safe crossings of Main Drive. » Develop local draft trail plan.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» General: Continue developing sidewalks with new residential development. » Main Drive: Develop pedestrian facilities along Main Drive linking businesses and residential areas.
Intersections	» Main Drive Crossings: Crossing improvements needed along Main Drive linking businesses and residential areas. Continue improving intersections as the trail network develops throughout Johnson.
On-Street Bike Facilities	» Shoulder Improvements: Consider adding paved shoulder to Main Drive, providing safe space for both bicyclists and cars. » Shared Roadways: Ball Street provides a lower traffic alternative link through the southern part of Johnson, west of the Razorback Regional Greenway.
Shared Use Facilities	» Shared Use Paved Trail/Sidepath – Clear Creek to Arvest Ballpark: Develop shared use paved trail along Clear Creek, branching west from the Razorback Regional Greenway. Utilize space along Main Drive and 56th Street to connect toward Arvest Ballpark (also passes Willow Creek Hospital). » Sidepath Links: Develop sidepaths along several roads such as Wilkerson Road, Carly Road, and Johnson Road connecting neighborhoods, the center of Johnson, businesses, and links to the Razorback Regional Greenway.
Other Topics	**Notes**
Multi-Modal Connections	» Johnson is connected by Ozark Regional Transit which servers the urban NWA corridor. Stops in Johnson are found along Johnson Road, Main Drive, and Wilkerson Road. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south through Johnson along Johnson Road, Elmore Street, Main Drive, and Wilkerson Road.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Johnson
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Johnson
Complete Streets Policy	Medium	City of Johnson
ADA Transition Plans	Medium	City of Johnson
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Johnson
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Johnson
Education		
Network with existing capacity in NWA	Medium	City of Johnson City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Johnson
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Johnson
Bike and Walk Month	Medium	City of Johnson
Group Rides and Walks	Medium	City of Johnson
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Johnson Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Johnson Law Enforcement
Bike and Foot Patrol Units	Medium	City of Johnson Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Johnson
Evaluation		
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, Northwest Arkansas Council, City of Johnson
Active Transportation Committee	Short	NWARPC, City of Johnson
Bicycle, Pedestrian, and Trail Count Program	Short	City of Johnson
Walking, Bicycling and Trails Report Card	Medium	City of Johnson
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Johnson

LINCOLN WALK/BIKE ACTION PLAN

OVERVIEW

Lincoln is a rural community that has a population of 2,322 and covers 2.87 square miles in western Washington County. Prairie Grove (seven miles to the east), Siloam Springs (22 miles to the northwest), and historic Cane Hill (four miles to the south) are the nearest communities. Lincoln Lake is a regional destination known for its hiking/mountain biking trail network, rock climbing, fishing, canoeing, and kayaking opportunities (3.5 miles north of Lincoln Square). Key opportunities will include linking the city to Lincoln Lake in addition to improving connectivity to local schools, Lincoln Square, South Park, and creating safe crossings of AR 62.

Regional Destinations

- Lincoln Lake
- Downtown

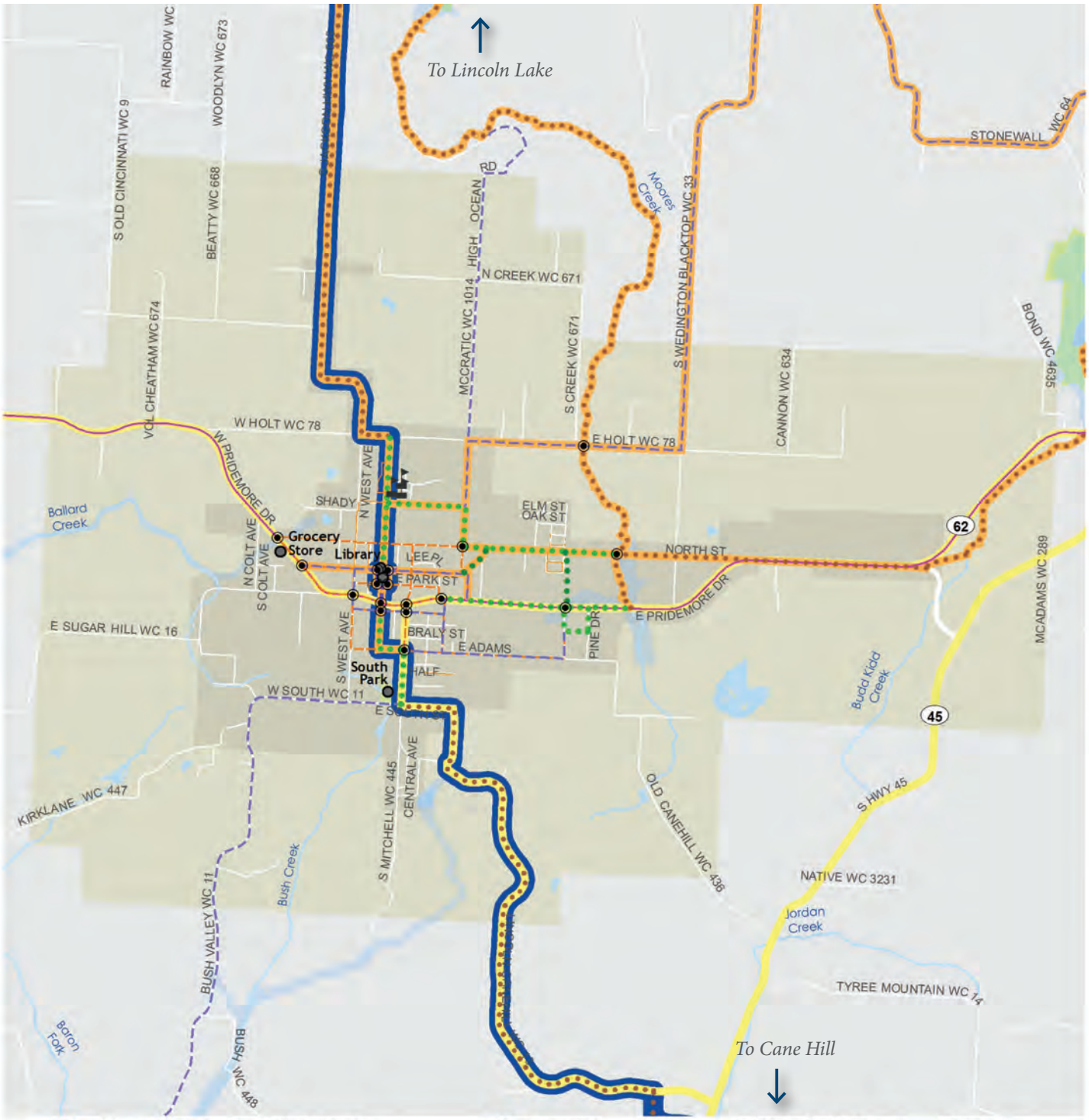
Other Key Destinations

- High School and neighborhood elementary/ middle schools
- South Park
- Lincoln Square, library
- Grocery stores – Harp's

Clockwise from upper left: Lincoln Lake hiking and mountain biking trails; Lincoln Lake; Downtown Lincoln Square

REGIONAL LOCATION MAP

MAP 6.16 LINCOLN COMMUNITY PLAN



Key Needs & Recommendations for Lincoln

Topic	Key Needs & Notes
Regional Needs	» Connect to Lincoln Lake, Cane Hill, and Prairie Grove. » Identify long-distance connection opportunities to Siloam Springs and Lake Wedington.
Other Key Needs	» Connect to high school and neighborhood schools. » Link residential areas to Lincoln Square. » Link to grocery store. » Connect South Park and public space including the library and Lincoln Square.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» AR 62: Develop sidewalk along AR 62 for business accessibility and connectivity. » Lincoln Square: Improve circulation around/to/from Lincoln Square. » Adams Street: Provide link from southern neighborhoods to high school.
Intersections	» AR 62 Crossings: Multiple intersection improvements needed for safe crossings of AR 62. » Downtown Square: Each corner entrance of the Downtown Square includes safe crossing facilities.
On-Street Bike Facilities	» Separated Bikeway through the Downtown Square: Link through downtown utilizing the existing width of Bean Street, Park Street, Boyer Avenue, and Arthur Avenue. » Shared Roadway along Bean Street: Bean Street provides a key east/west route through Lincoln Square.
Shared Use Facilities	» Sidepath/Shared Use Paved Trail – School Connection: Develop sidepaths along School Street, County Avenue, and North Street with a potential shared use paved trail connection from the Chestnut Circle neighborhood to AR 62 and the high school. » Sidepath – North/South Link: Develop a sidepath along Main Avenue, Adams Street, and Mitchell Avenue linking the elementary/middle schools, the Downtown Square, and South Park (as well as opportunities to connect Lincoln Lake and Cane Hill). » Natural Surface Trail – Lincoln Lake: Develop sidepath along West Avenue and the Jackson Highway connecting downtown Lincoln with Lincoln Lake. Develop path along Moore's Creek connecting the high school to Lincoln Lake.
Other Topics	**Notes**
Multi-Modal Connections	» Lincoln is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Lincoln are found along Pridemore Drive and the downtown square. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects east/west through the heart of Lincoln along AR 62. It also connects downtown south to historic Cane Hill along Cane Hill Road.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Lincoln
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Lincoln
Complete Streets Policy	Medium	City of Lincoln
ADA Transition Plans	Medium	City of Lincoln
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Lincoln
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Lincoln
Education		
Safe Routes to School	Medium	City of Lincoln
Network with existing capacity in NWA	Medium	City of Lincoln City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Lincoln
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Lincoln
Bike and Walk Month	Medium	City of Lincoln
Group Rides and Walks	Medium	City of Lincoln
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Lincoln Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Lincoln Law Enforcement
Bike and Foot Patrol Units	Medium	City of Lincoln Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Lincoln
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Lincoln
Bicycle, Pedestrian, and Trail Count Program	Short	City of Lincoln
Walking, Bicycling and Trails Report Card	Medium	City of Lincoln
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Lincoln

LITTLE FLOCK WALK/BIKE ACTION PLAN

OVERVIEW

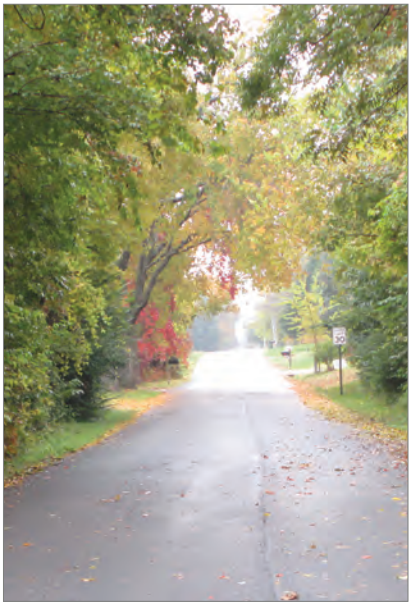
Little Flock is a suburban/rural community in northern Benton County whose city limits border those of Bentonville, Rogers and Pea Ridge. Little Flock has a population of 2,585 and covers 7.4 square miles. The community is characterized by low-density development in a rural and scenic landscape. Some roads through Little Flock are popular among cyclists due to their low traffic volumes and scenic attributes. Nearly all roads in Little Flock are narrow leaving little space for cyclists and cars to pass. Opportunities for improvement along several main roads through the community include shoulder improvements, allowing safer passage for motorists and cyclists. Most neighborhood roads and side roads in Little Flock are already excellent places to go for a walk/run or bicycle ride.

Regional Destinations

- Little Flock scenic landscapes

Other Key Destinations

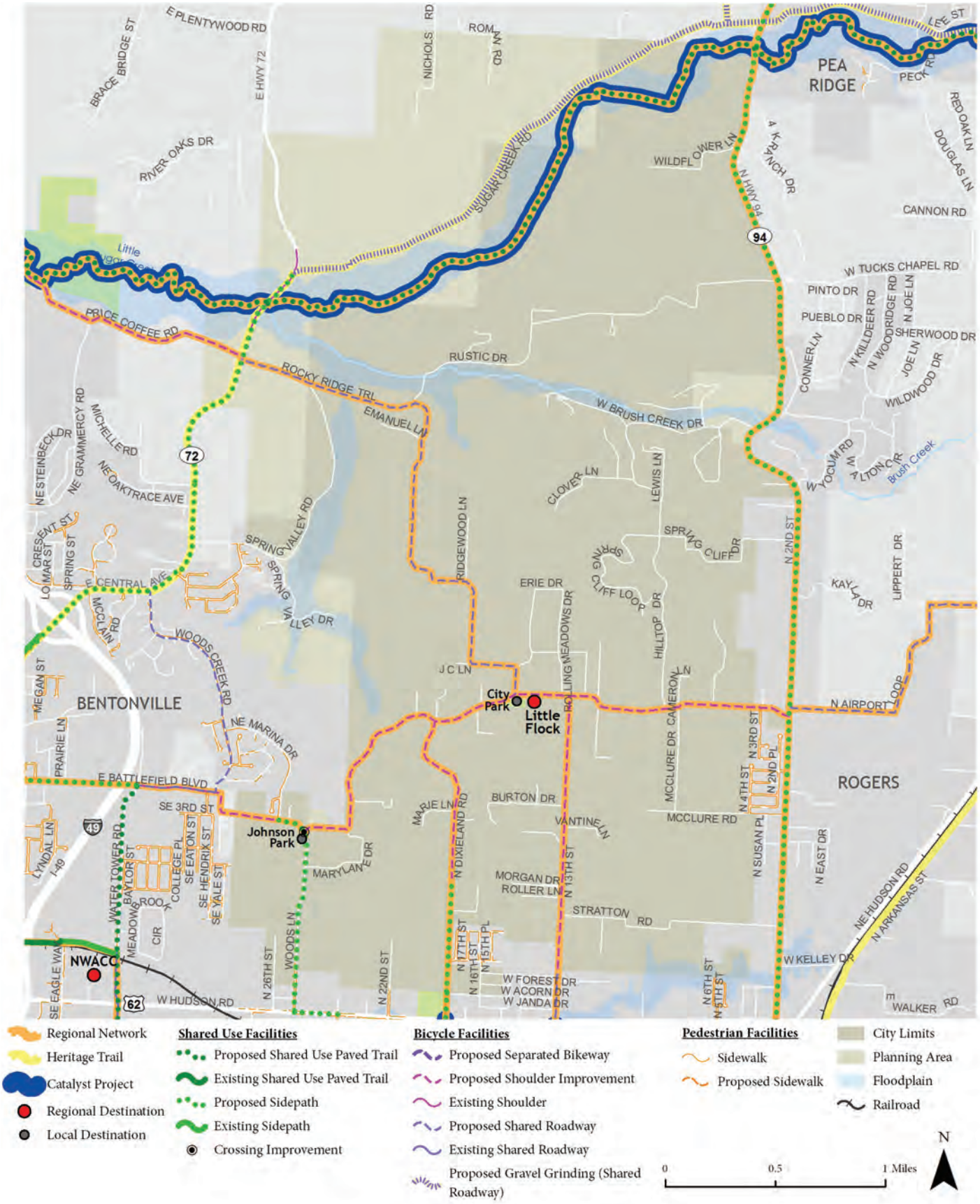
- Local Parks – Johnson Park and City Park
- The Sunshine School



Clockwise from upper left: Scenic, low traffic road through Little Flock; Little Flock City Park; Trail opportunities along Little Sugar Creek

REGIONAL LOCATION MAP

MAP 6.17 LITTLE FLOCK COMMUNITY PLAN



Key Needs & Recommendations for Little Flock

Topic	Key Needs & Notes
Regional Needs	» Connect Little Sugar Creek trail opportunities. » Develop connections to Bentonville, Rogers, and Pea Ridge.
Other Key Needs	» Develop links to local parks, school and town center. » Minimize conflict between cars and cyclists.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» A sidewalk network in Little Flock does not exist. Consider sidewalk development as needed with future development.
Intersections	» Little Flock Drive and Woods Lane: This intersection is commonly used by cyclists and local automobile traffic. Due to its configuration and sight lines (and proximity to a school), it is critical for all users to follow traffic laws. Further warning signage may be needed.
On-Street Bike Facilities	» Shoulder Improvements – Little Flock Drive: Add paved shoulder to Little Flock Drive, North Dixieland Road, and North 13th Street, providing safer space for both bicyclists and cars. » Shared Roadways – Rocky Ridge Trail: This is a scenic, low traffic route commonly used by recreational bicyclists through Little Flock.
Shared Use Facilities	» Shared Use Paved Trails – Little Sugar Creek: Little Sugar Creek traverses the northern extent of Little Flock and is an opportunity to enhance regional connectivity. » Sidepaths: One opportunity to enhance connectivity in Little Flock includes linking to Johnson Park/the Sunshine School. Furthermore (and longer term), a sidepath along AR 94 at the eastern extent of Little Flock would connect Little Flock and Pea Ridge to Rogers and Little Sugar Creek.
Other Topics	**Notes**
Multi-Modal Connections	» Little Flock is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail does not connect through Little Flock, but does follow nearby roadway corridors including Sugar Creek Road and Old Wire Road.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Little Flock
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Little Flock
Complete Streets Policy	Medium	City of Little Flock
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Little Flock
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Little Flock
Education		
Network with existing capacity in NWA	Medium	City of Little Flock City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Little Flock
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Little Flock
Bike and Walk Month	Medium	City of Little Flock
Group Rides and Walks	Medium	City of Little Flock
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Little Flock Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Little Flock Law Enforcement
Bike and Foot Patrol Units	Medium	City of Little Flock Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Little Flock
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Little Flock
Bicycle, Pedestrian, and Trail Count Program	Short	City of Little Flock
Walking, Bicycling and Trails Report Card	Medium	City of Little Flock
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Little Flock

LOWELL WALK/BIKE ACTION PLAN

OVERVIEW

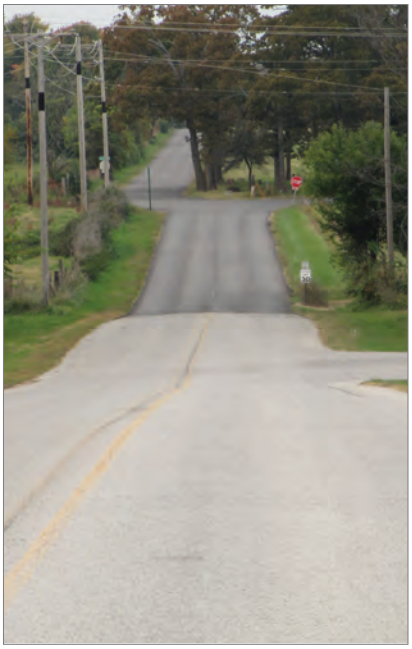
Lowell is a suburban community along the I-49 corridor that has a population of 7,714 and covers 9.6 square miles in Benton County. It borders the city limits of Rogers (six miles to downtown), Cave Springs (six miles), Bethel Heights (four miles), and Springdale (six miles). The Razorback Regional Greenway runs north/south through Lowell along Goad Springs Road. Approximately 80% of the Lowell population lives east of I-49. Key opportunities include developing branches of trail to and from the Razorback Regional Greenway, linking local parks, schools, and employment centers such as J.B. Hunt, and connecting to surrounding communities. Safe crossings of I-49, US 71B, and AR 264 will also be key considerations.

Regional Destinations

- Razorback Regional Greenway
- Downtown center
- J.B. Hunt Headquarters

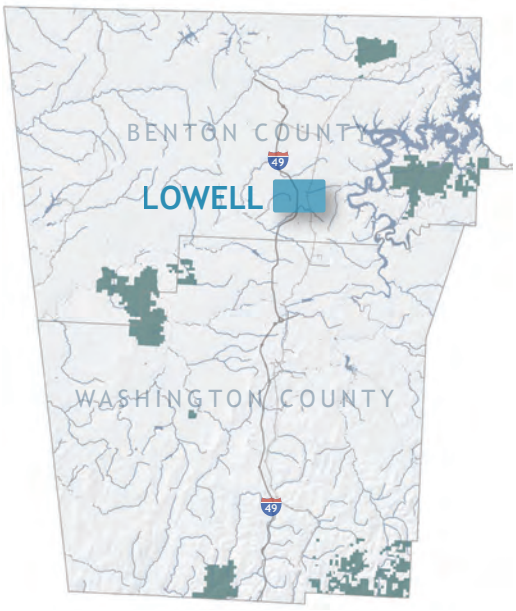
Other Key Destinations

- Local parks (Ward Nail, McClure Avenue, Lowell, and Heritage)
- Schools (Lowell Elementary, Tucker School)
- Residential areas
- Grocery store (Marvin's IGA)

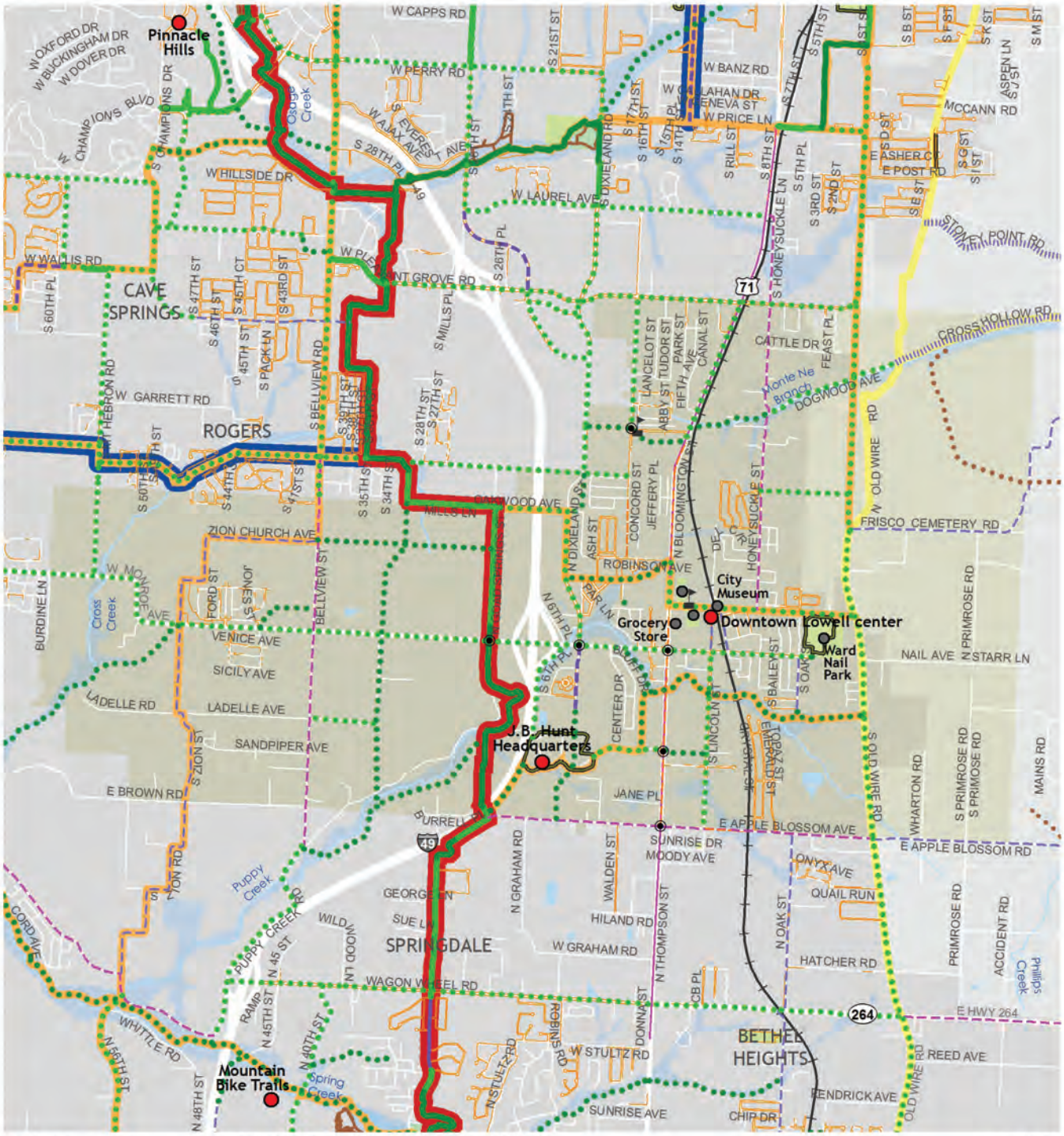


Clockwise from upper left: Oakwood Avenue toward the Razorback Regional Greenway; Ward Nail Park - Mudfest activities; Ward Nail Park mountain biking

REGIONAL LOCATION MAP



MAP 6.18 LOWELL COMMUNITY PLAN



Key Needs & Recommendations for Lowell

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area. Connect to the Razorback Regional Greenway and surrounding communities. Link to nearby destinations such as Arvest Ballpark.
Other Key Needs	» Adopted Streets/Trails Master Plan in 2013. » Provide neighborhood connectivity. » Improve access along and across barrier roadways. » Connect parks, schools, and other local destinations.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» General: Continue developing sidewalks with new residential development. » US 71B: Develop pedestrian facilities along US 71B to connect adjacent businesses and adjacent neighborhoods.
Intersections	» US 71B and AR 264 Crossings: Crossing improvements needed along US 71B and AR 264 linking businesses and residential areas. Continue improving intersections as the trail network develops throughout Lowell.
On-Street Bike Facilities	» Shoulder Improvements: Add paved shoulder to Apple Blossom Road and Honeysuckle Street, providing safe space for both bicyclists and cars. » Separated Bikeway: Add separated bike facilities along South Dixieland Street with future trail development. » Shared Roadways: Zion Street provides a lower traffic volume alternative route south toward west Springdale. Other shared roadway opportunities in Lowell will provide new links as the trail network develops.
Shared Use Facilities	» Shared Use Paved Trails/Sidepaths – J.B. Hunt Headquarters: Develop several links including toward the Razorback Regional Greenway and downtown center area. » Sidepath Links – Monroe Avenue: Develop sidepath along Monroe Avenue through Lowell linking Ward Nail Park to the Razorback Regional Greenway. Over time, continue sidepath branch west along AR 264 connecting suburban developments of Lowell to the Razorback Regional Greenway in addition to Cave Springs and the developing Watershed Sanctuary. » Sidepath – McClure Avenue: Develop sidepath along McClure Avenue to linking Old Wire Road, Ward Nail Park, several local parks, Lowell Elementary School, and businesses along US 71B (including Marvin's IGA grocery store). » Sidepath Links – Dixieland Road, Pleasant Grove Road, and Old Wire Road: Continue developing the sidepath network throughout Lowell, providing links toward Rogers, the Tucker School and connecting to the Razorback Regional Greenway (Oakwood Avenue) and Old Wire Road.
Other Topics	**Notes**
Multi-Modal Connections	» Lowell is currently not served by any Ozark Regional Transit stops.
Heritage Trail	» The NWA Heritage Trail connects north/south through Lowell along Old Wire Road, connecting to downtown Rogers and Springdale.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Lowell
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Lowell
Complete Streets Policy	Medium	City of Lowell
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Lowell
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Lowell
Education		
Safe Routes to School	Medium	City of Lowell
Network with existing capacity in NWA	Medium	City of Lowell City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, Northwest Arkansas Council, City of Lowell
Walking and Biking Promotion Activities	Short	City of Lowell
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Lowell
Bike and Walk Month	Medium	City of Lowell
Group Rides and Walks	Medium	City of Lowell
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Lowell Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Lowell Law Enforcement
Bike and Foot Patrol Units	Medium	City of Lowell Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Lowell
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Lowell
Bicycle, Pedestrian, and Trail Count Program	Short	City of Lowell
Walking, Bicycling and Trails Report Card	Medium	City of Lowell
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Lowell

PEA RIDGE WALK/BIKE ACTION PLAN

OVERVIEW

Pea Ridge is a rural community that has a population of 4,959 and covers 7.1 square miles in northeast Benton County. Neighboring communities include Bella Vista to the west (12 miles to the center), Little Flock to the south (seven miles to the center), Bentonville to the southwest (10 miles to downtown), and Rogers to the south (nine miles to downtown). Pea Ridge National Military Park is a regional destination and Civil War battle site a few miles east of Pea Ridge. Pea Ridge is characterized by an older downtown center where commercial activity was once focused (and still is to an extent) along with a newer commercial strip found at the Lee Town Road and Curtis Avenue intersection. Key opportunities will include improving connectivity to local destinations such as the schools, downtown, commercial centers, local parks, museum, library, Pea Ridge Military Park, and surrounding communities.

Regional Destinations

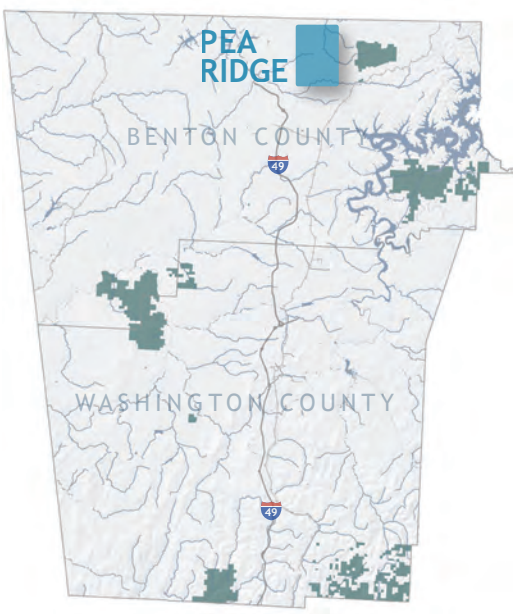
- Pea Ridge National Military Park
- Downtown

Other Key Destinations

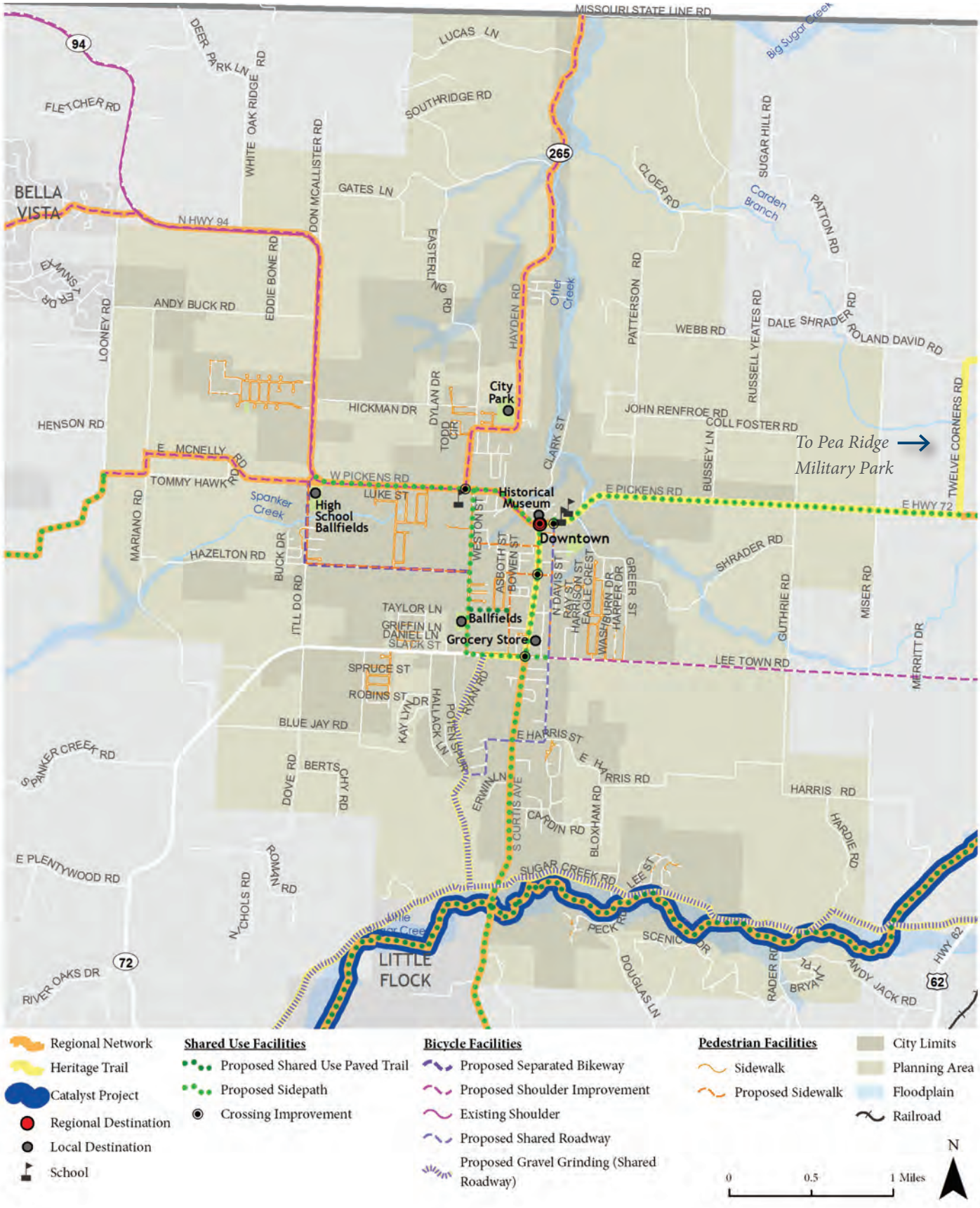
- Schools
- City Park, Ballfields
- Grocery store – Marvin's
- Historical Museum, public library

Clockwise from upper left: Old downtown Pea Ridge; Pea Ridge National Military Park east of Pea Ridge; Schools in old downtown area

REGIONAL LOCATION MAP



MAP 6.19 PEA RIDGE COMMUNITY PLAN



Key Needs & Recommendations for Pea Ridge

Topic	Key Needs & Notes
Regional Needs	» Connect to Pea Ridge National Military Park. » Develop links to Bella Vista, Little Flock, Bentonville, and Rogers.
Other Key Needs	» Connect to school campuses near old downtown center. » Link to grocery store. » Connect parks, museum, and library.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Residential Circulation: Continue developing pedestrian facilities with new development. Consider sidewalk additions along Carr Street, Patton Street, Davis Street, and McCulloch Street.
Intersections	» Curtis Avenue: Crossing improvements needed especially at the Pickens Road, Lee Town Road, and Patton Street intersections. » School Entrances: Provide safe crossings at school entrances especially at Hayden Road (should be combined with the new sidewalk facilities) and Davis Street.
On-Street Bike Facilities	» Shared Roadway – Davis Street: Davis Street provides a low traffic volume alternative to Curtis Avenue, connecting to Pea Ridge Elementary School and Intermediate School. » Shoulder Improvements – Hayden Road, Lee Town Road: Shoulder improvements can provide safer facility for cyclists and motor vehicles in making these longer distance connections.
Shared Use Facilities	» Sidepath – Pickens Road and Curtis Avenue: Develop sidepaths along Pickens Road and Curtis Avenue to ensure safe routes to school and connecting many local destinations (including regional destinations such as Pea Ridge National Military Park). Additional upgrades along Slack Street and Weston Street will improve connectivity. » Shared Use Paved Trail – Little Sugar Creek: Develop shared use paved trail along Little Sugar Creek providing connections between Pea Ridge National Military Park and Bentonville.
Other Topics	**Notes**
Multi-Modal Connections	» Pea Ridge is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail traverses the heart of Pea Ridge following Ryan Road, Curtis Avenue and Pickens Road. Sugar Creek Road (east/west along the southern extent of Pea Ridge) is also part of the Heritage Trail.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Pea Ridge
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Pea Ridge
Complete Streets Policy	Medium	City of Pea Ridge
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Pea Ridge
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Pea Ridge
Education		
Safe Routes to School	Medium	City of Pea Ridge
Network with existing capacity in NWA	Medium	City of Pea Ridge City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Pea Ridge
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Pea Ridge
Bike and Walk Month	Medium	City of Pea Ridge
Group Rides and Walks	Medium	City of Pea Ridge
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Pea Ridge Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Pea Ridge Law Enforcement
Bike and Foot Patrol Units	Medium	City of Pea Ridge Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Pea Ridge
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Pea Ridge
Bicycle, Pedestrian, and Trail Count Program	Short	City of Pea Ridge
Walking, Bicycling and Trails Report Card	Medium	City of Pea Ridge
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Pea Ridge

PRAIRIE GROVE WALK/BIKE ACTION PLAN

OVERVIEW

Prairie Grove is a rural community that has a population of 4,654 and covers 8.03 square miles in Washington County. The nearest communities are Lincoln (seven miles to the west), Farmington (seven miles to the northeast), and Fayetteville (12 miles further to the northeast). Prairie Grove Battlefield State Park is a regional destination and Civil War battle site located near the town center. Prairie Grove also has a high concentration of antique shops in its downtown area. Key opportunities will include improving connectivity to the Battlefield, antique shops, downtown, local schools, and parks, and creating safe crossings of AR 62.

Regional Destinations

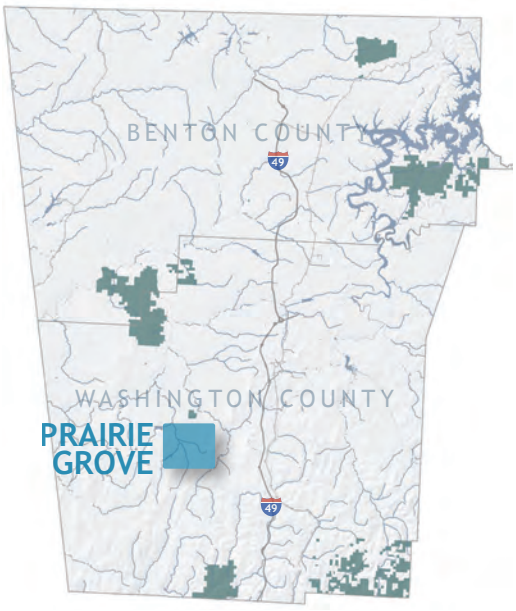
- Prairie Grove Battlefield State Park
- Bob Kidd Lake
- Downtown

Other Key Destinations

- Schools
- Rieff Park, other local parks, and library
- Grocery stores – Harp's and Walmart Express

Clockwise from upper left: Sidewalk along Viney Grove Road; Antique shops lining downtown Prairie Grove; Prairie Grove State Battlefield

REGIONAL LOCATION MAP



MAP 6.20 PRAIRIE GROVE COMMUNITY PLAN

Key Needs & Recommendations for Prairie Grove

Topic	Key Needs & Notes
Regional Needs	» Connect to Prairie Grove Battlefield State Park, Bob Kidd Lake, and provide connections to Lincoln and Farmington.
Other Key Needs	» Connect to school campuses in northwest section of town. » Link residential areas to downtown. » Link to grocery stores. » Connect parks.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» AR 62: Develop sidewalk along AR 62 for business accessibility and connectivity to tennis courts, residences, and as additional connection toward Prairie Grove Battlefield State Park. » Park Street and Summit Street: Improve circulation east of downtown and in connection toward Prairie Grove Battlefield State Park
Intersections	» AR 62 Crossings: Multiple intersection improvements needed for safe crossings of AR 62.
On-Street Bike Facilities	» Separated Bikeway through the Downtown: Link through downtown utilizing the existing width of Buchanan Street, Mock Street, and Neal Street. » Shared Roadways: Cleveland Street, Summit Street, and Park Street provide key neighborhood routes through the southern and eastern sections of Prairie Grove.
Shared Use Facilities	» Sidepath – School Connection: Develop sidepaths along Mock Street, Bush Street, and Viney Grove Road to ensure safe routes to school and improved connectivity between downtown, Prairie Grove Battlefield State Park, and Bob Kidd Lake. » Sidepath – Butler Street: Develop a sidepath along Butler Street linking to Rieff Park.
Other Topics	**Notes**
Multi-Modal Connections	» Prairie Grove is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in Prairie Grove are found along Douglas Street, Stills Road, Pittman Street, Butler Street, and Hindman Drive. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects east/west through the heart of Prairie Grove along AR 62. It also connects downtown south to rural Washington County.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Prairie Grove
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Prairie Grove
Complete Streets Policy	Medium	City of Prairie Grove
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Prairie Grove
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Prairie Grove
Education		
Safe Routes to School	Medium	City of Prairie Grove
Network with existing capacity in NWA	Medium	City of Prairie Grove City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Prairie Grove
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Prairie Grove
Bike and Walk Month	Medium	City of Prairie Grove
Group Rides and Walks	Medium	City of Prairie Grove
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Prairie Grove Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Prairie Grove Law Enforcement
Bike and Foot Patrol Units	Medium	City of Prairie Grove Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Prairie Grove
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Prairie Grove
Bicycle, Pedestrian, and Trail Count Program	Short	City of Prairie Grove
Walking, Bicycling and Trails Report Card	Medium	City of Prairie Grove
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Prairie Grove

ROGERS WALK/BIKE ACTION PLAN

OVERVIEW

Rogers is the third largest city in NWA with a population of 58,895. Urban to suburban development is found throughout its large land area that covers 38.1 square miles. Rogers' developing trail network consists of 28 miles of shared use paved trails and sidepaths and is quickly expanding. This includes the Razorback Regional Greenway linking the west side of Rogers to Bentonville and western Lowell. Other trails throughout the city are expanding to connect local schools, parks and other destinations. New developments in and around Lake Atalanta and the downtown area include several types of walking and biking trails including natural surface trails (hiking and mountain biking). However, several major roadways bisect Rogers including I-49, US 71B, US 62, and New Hope Road making connections across town more challenging. Continuing to link neighborhoods to local and regional destinations such as Lake Atalanta, the Pinnacle Hills shopping area, and downtown, in addition to surrounding communities will serve as key next steps for the City of Rogers.

Regional Destinations

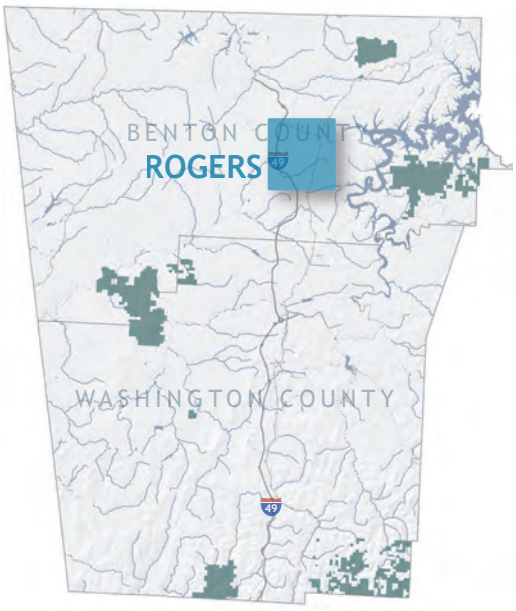
- Razorback Regional Greenway
- Lake Atalanta
- Pinnacle Hills Shopping Area
- Northwest Arkansas Community College
- Downtown

Other Key Destinations

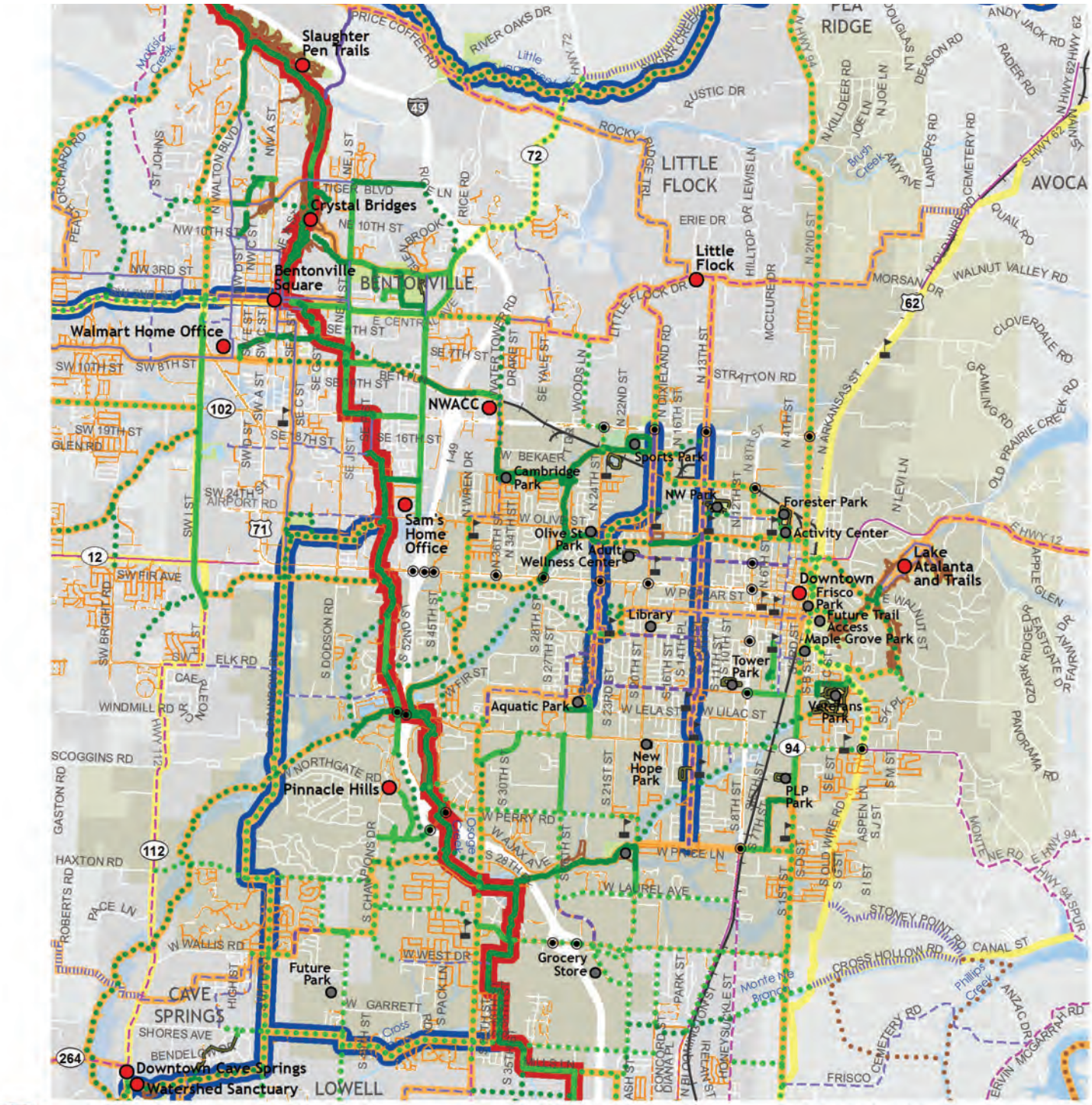
- Local parks and schools, public library
- Aquatics Center, Adult Wellness Center, Activity Center
- Residential areas

Clockwise from upper left: Rogers High School/Razorback Regional Greenway undercrossing of I-49; Lake Atalanta; Bicycles in front of Old Wire Elementary School

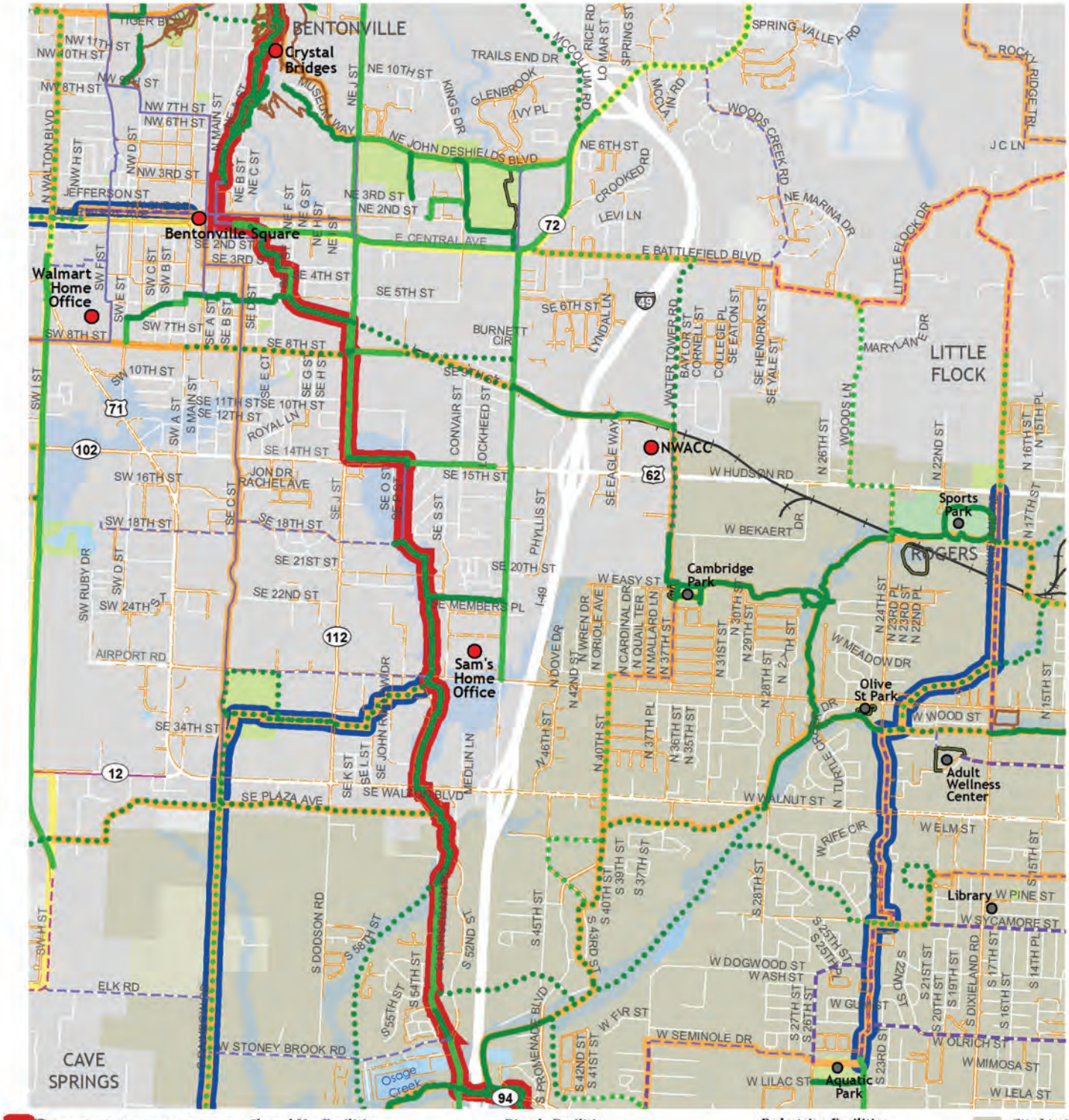
REGIONAL LOCATION MAP



MAP 6.21 ROGERS COMMUNITY PLAN



MAP 6.21-NW ROGERS NORTHWEST QUADRANT



Razorback Regional Greenway
Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

Shared Use Facilities
Proposed Shared Use Paved Trail
Existing Shared Use Paved Trail
Proposed Sidepath
Existing Sidepath
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Proposed Shoulder Improvement
Existing Shoulder
Proposed Shared Roadway
Existing Shared Roadway

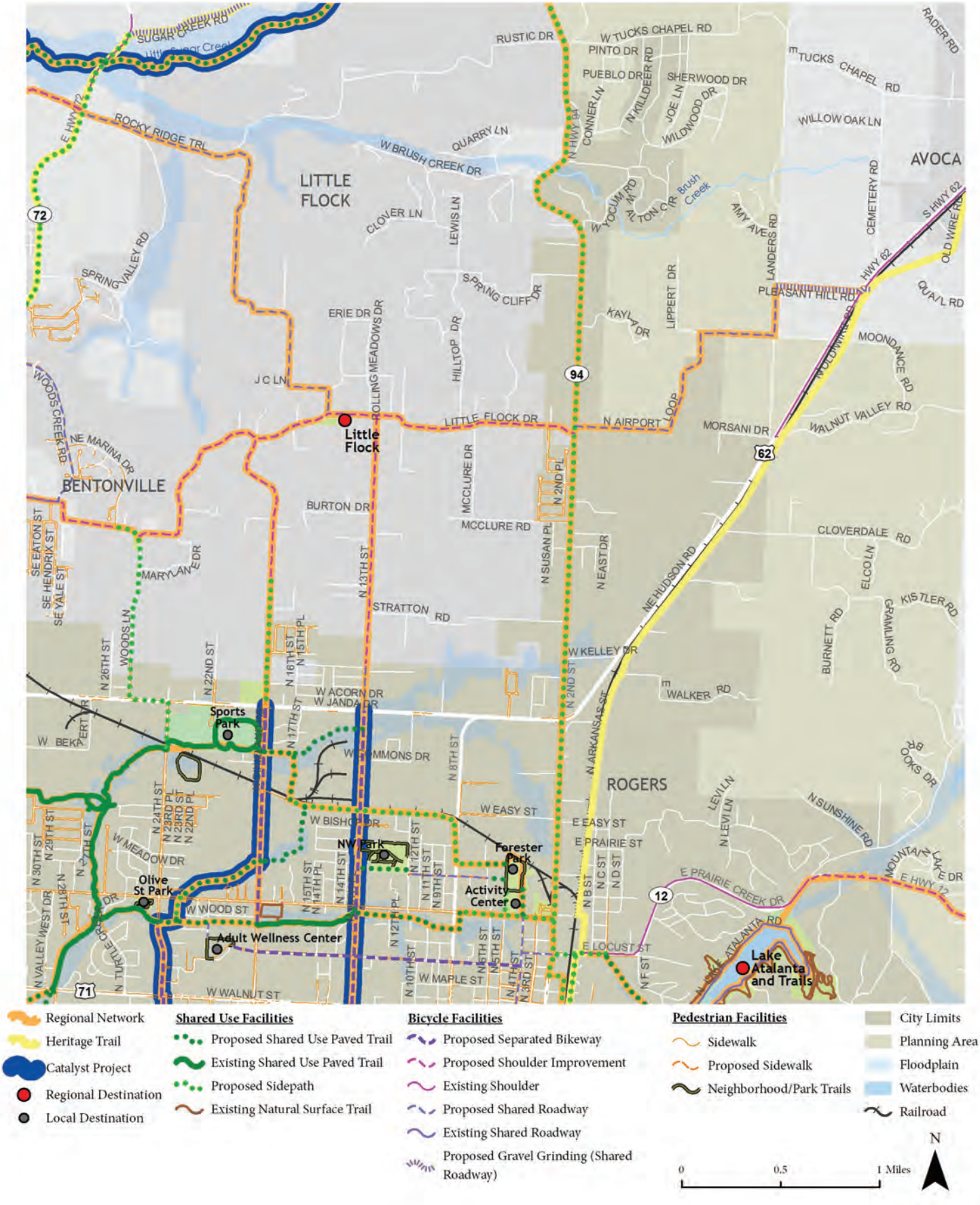
Pedestrian Facilities
Sidewalk
Proposed Sidewalk
Neighborhood/Park Trails

City Limits
Planning Area
Floodplain
Waterbodies
Railroad

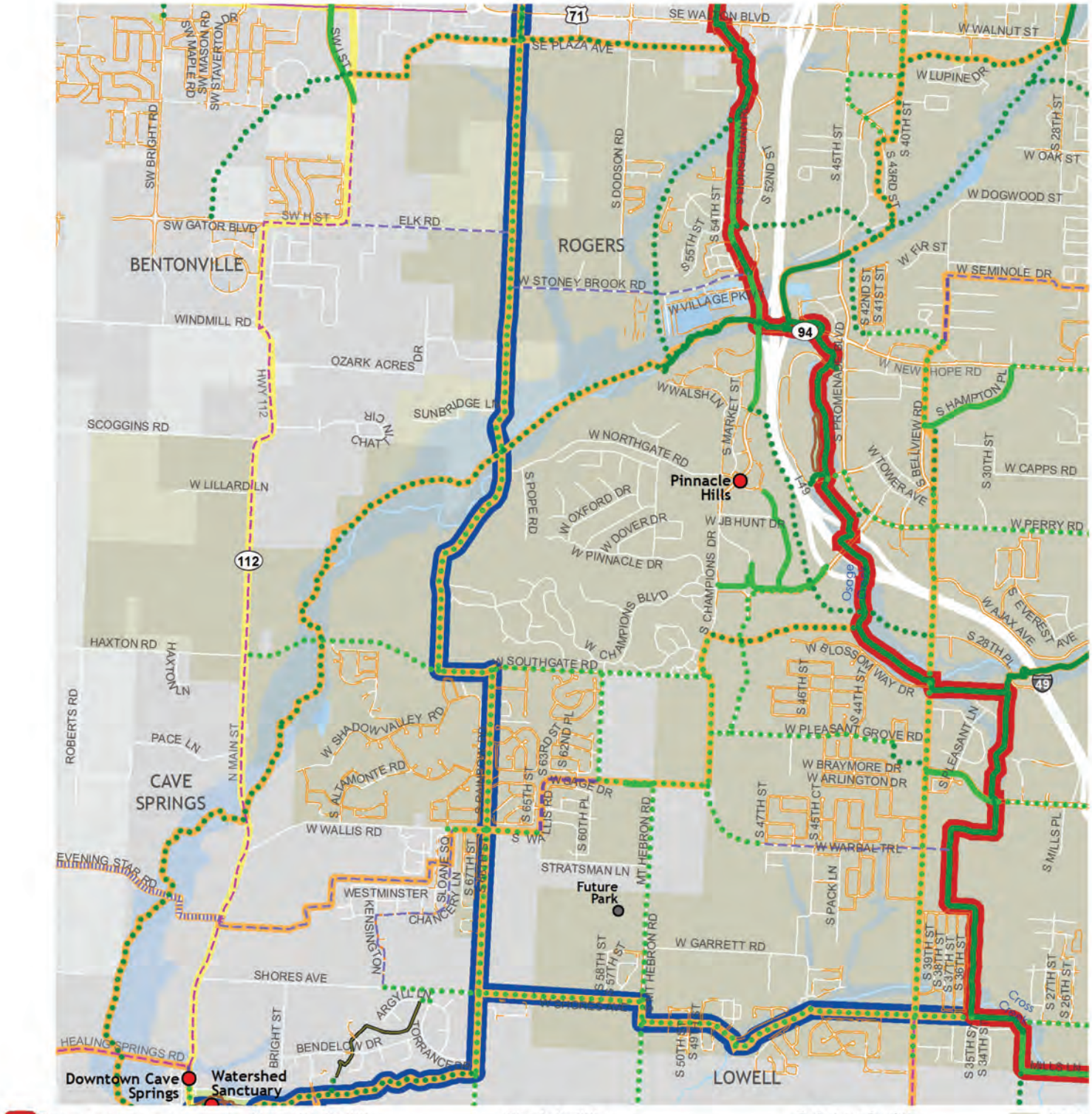
N

0 0.5 1 Miles

MAP 6.21-NE ROGERS NORTHEAST QUADRANT



MAP 6.21-SW ROGERS SOUTHWEST QUADRANT



- Razorback Regional Greenway
- Regional Network
- Heritage Trail
- Catalyst Project
- Regional Destination
- Local Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

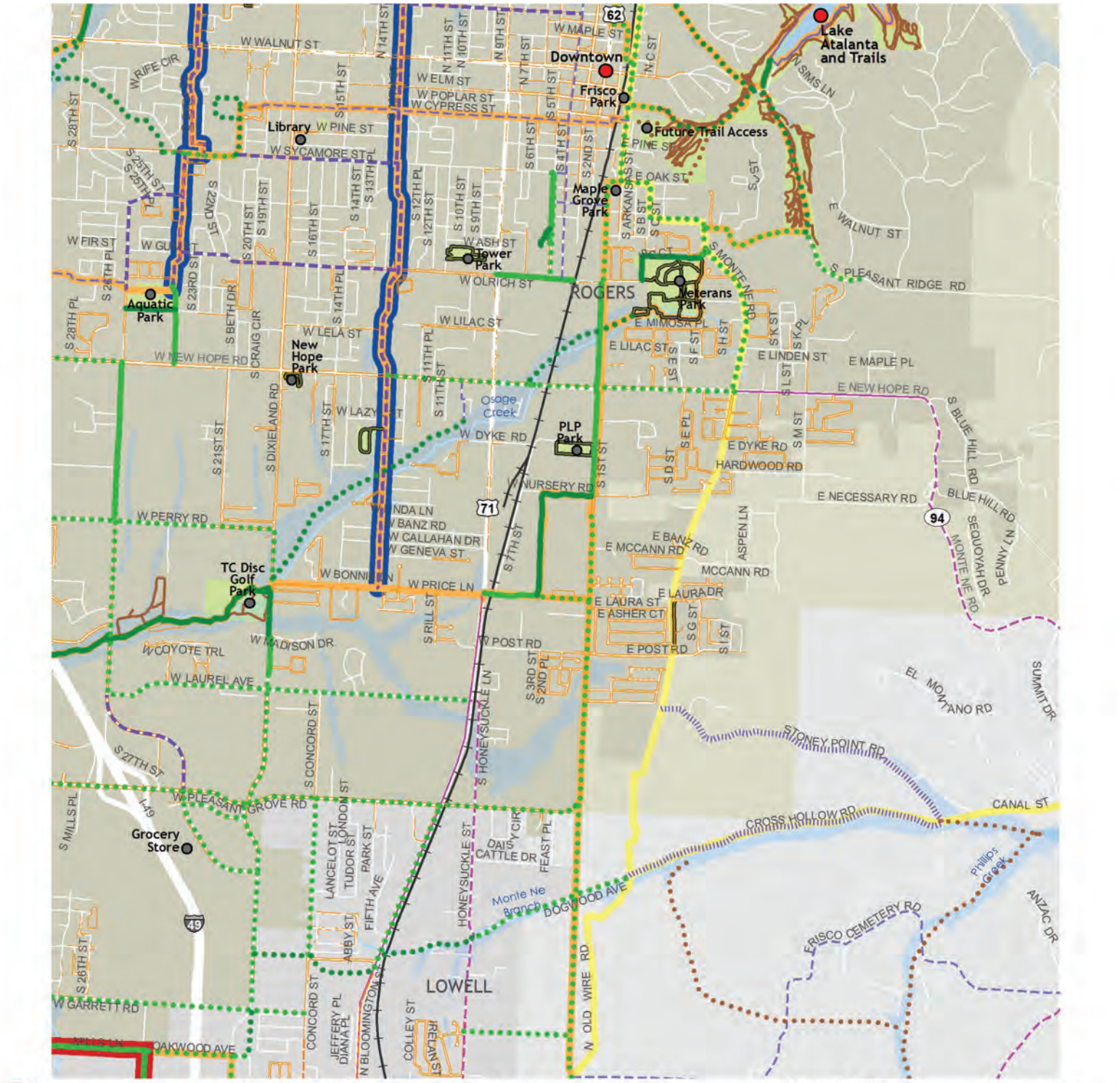
Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

- City Limits
- Planning Area
- Floodplain
- Waterbodies

N

0 0.5 1 Miles

MAP 6.21-SE ROGERS SOUTHEAST QUADRANT



Razorback Regional Greenway
Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail
- Existing Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Existing Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

- City Limits
- Planning Area
- Floodplain
- Waterbodies
- Railroad

N

0 0.5 1 Miles

Key Needs & Recommendations for Rogers

Topic	Key Issues & Notes
Regional Needs	» Continue developing connections to the Razorback Regional Greenway. » Continue trail development connecting Lake Atalanta and the downtown area. » I-49, US 62, and US 71B limit connectivity to surrounding communities. » Explore opportunities to connect to Beaver Lake and Hobbs State Park.
Other Key Needs	» 2014-2015 Rogers Greenways & Trails Map serves as a key guide for the bicycle and pedestrian network. » North/south rail line limits connectivity to the east side of Rogers. » Several high speed, high traffic volume corridors limit circulation through the city (New Hope Road, Walnut Street, 8th Street, I-49, Olive Street, Hudson Road, and Dixieland Road). » Extensive pedestrian network exists – limited bicycle facilities are present.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Continue integrating shared use paved trails and sidepaths as part of pedestrian network improvements.
Intersections	» Crossing facilities are well constructed in key locations such as the downtown area and other new facilities through town (such as Perry Road and 26th Street). Continue implementing crossing improvements, especially where feasible along higher speed/higher traffic volume roadways such as Walnut Street, 8th Street, Hudson Street, Olive Street, New Hope Road, and Dixieland Road. Innovative intersection treatments (see design guidelines in Appendix A) should be implemented along the developing bicycle and pedestrian network.
On-Street Bike Facilities	» Separated Bikeway – 13th Street & 24th Street: Identified on the 2014-2015 Rogers Greenways & Trails Map as a bike route, these streets are key north/south routes through the city that have appropriate width in many places for incorporating separated bicycle facilities. These streets link several local schools and destinations. » Separated Bikeway – Olrich Street, Persimmon Street, and Oak Street: Similarly, these streets (Olrich and Oak Street identified in the 2014-2015 Rogers Greenways & Trails Map as a bike route) are key routes (east/west) through the city that have appropriate width in many places for incorporating separated bicycle facilities. These streets link several local schools and destinations. » Shared Roadways – 4th Street and Cypress Street: 4th Street (north/south) and Cypress Street (east/west) offer lower traffic alternatives in connecting to the downtown area, requiring little improvements in physical infrastructure.

Key Needs & Recommendations for Rogers (continued)

Facility Recommendation	Recommendation Detail
Shared Use Facilities	» Shared Use Paved Trails – Northern Loop: Continue developing shared use paved trail links from the Promenade Trail to the Turtle Creek Trails and in connecting the Sports Park through downtown to Cherry Street and the developing trails between downtown and Lake Atalanta. These trails serve as key components of the northern loop trail through the city. » Shared Use Paved Trails – Southern Loop: Continue developing links along riparian corridor between Rogers High School and Veterans Park, connecting southern Rogers toward the downtown area and Lake Atalanta. » Shared Use Paved Trails/Sidepaths – Razorback Regional Greenway links: Continue developing branches to/from the Razorback Regional Greenway, especially continuing southwest along Osage Creek toward Cave Springs and the Watershed Sanctuary. A sidepath link along Promenade Boulevard will serve as a key link to the Pinnacle Hills shopping area and the Razorback Regional Greenway. Continue developing linkages to/from the Razorback Regional Greenway that also serve as connections to Bentonville. » Sidepaths – 1st Street, Arkansas Street, and Monte Ne Road: Continue sidepath network development providing key connection between the downtown area, links to Lake Atalanta, and recent trail developments in southeastern Rogers bridging the gap between several schools, parks, and neighborhoods. » Sidepaths – AR 94 and Old Wire Road: To the north along AR 94, this connection provides a pathway from downtown through the northern city limits of Rogers, Little Flock, and to Pea Ridge. To the south along Old Wire Road, this link provides a pathway to Lowell. » Natural Surface Trails – Lake Atalanta: Continue developing natural surface trail network and access trails in and around Lake Atlanta. Key connection locations include Cherry Street, Poplar Street, Pine Street, and Oak Street in addition to other shared use paved trail connections.

Other Topics	Notes
Multi-Modal Connections	» Rogers is connected to Ozark Regional Transit routes 51 & 52 with 12 stops throughout Rogers. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south through Rogers along Old Wire Road.

Program & Policy Recommendations

The table on the following page presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

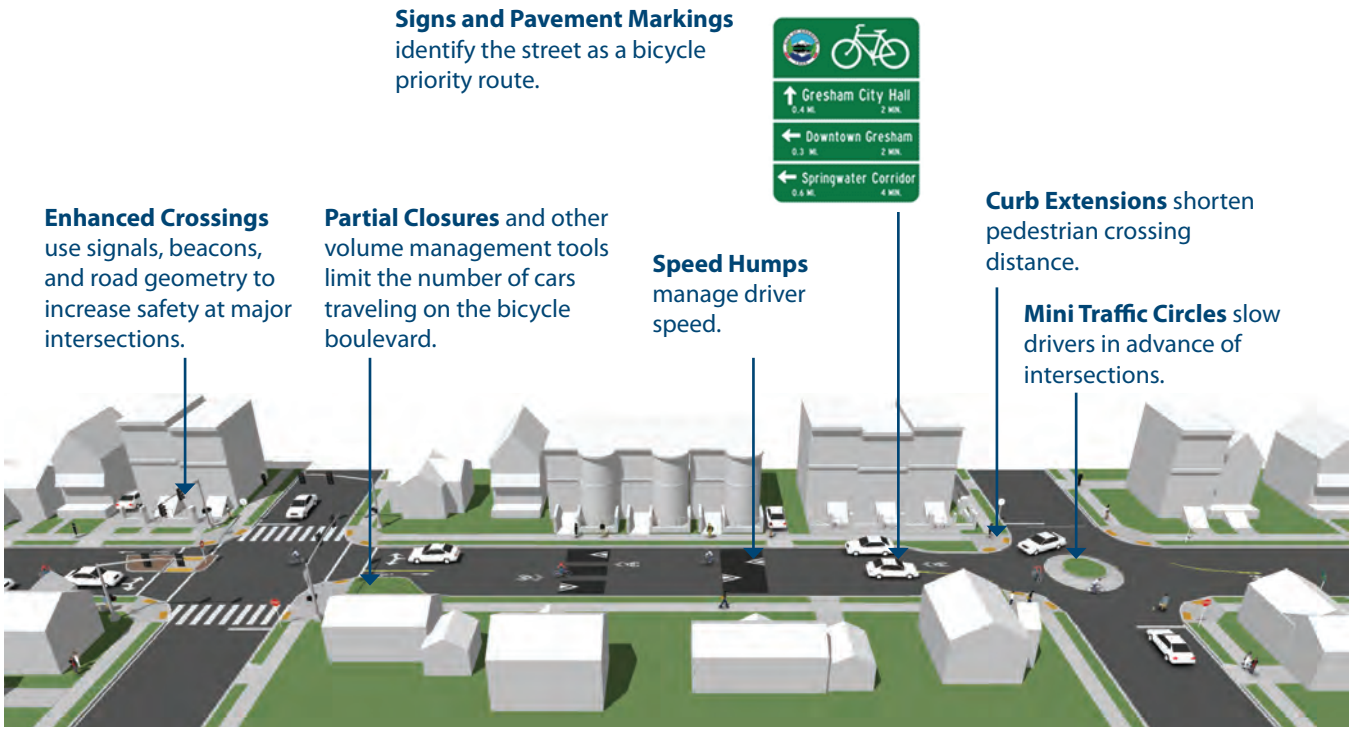
Program & Policy Recommendations

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Rogers
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Rogers
Complete Streets Policy	Medium	City of Rogers
ADA Transition Plans	Medium	City of Rogers
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Rogers
Conform to APBP guidelines, increase amount/quality at local/ regional destinations, access at multi-family dwellings and public housing, bike parking requirements for new development		
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Rogers
Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and bicyclists.	Medium	City of Rogers
Create program and dedicate funding to in-fill sidewalk projects.	Medium	City of Rogers
Transportation Planning and Land Use Planning Considerations	Long	NWARPC, City of Rogers
Encourage mixed use and higher density development		
Education		
Safe Routes to School	Short	City of Rogers
Education campaign including motorists, walkers/runners, and bicyclists	Short	Northwest Arkansas Council, City of Rogers
School classroom programming	Medium	City of Rogers
Encouragement		
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, Northwest Arkansas Council, City of Rogers
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Rogers
Open Streets Events	Medium	Northwest Arkansas Council, City of Rogers
Bicycle Friendly Business Program	Medium	City of Rogers
Form bicycle and pedestrian related advocacy group(s)/friends group(s)	Medium	City of Rogers, Bike Bentonville, BCO, IMBA
Expand and improve bike share program	Medium	City of Rogers
Enforcement		
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Rogers
Bicyclist and Motorist Ticket Diversion Program	Long	City of Rogers Law Enforcement
Evaluation		
Work with AHTD to execute bicycle & pedestrian planning on state roadways through Rogers	Short	City of Rogers
Walking, Bicycling and Trails Report Card	Medium	City of Rogers
Economy		
Economic Impact Report for Razorback Regional Greenway and Trails	Medium	Northwest Arkansas Council, City of Rogers
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Rogers

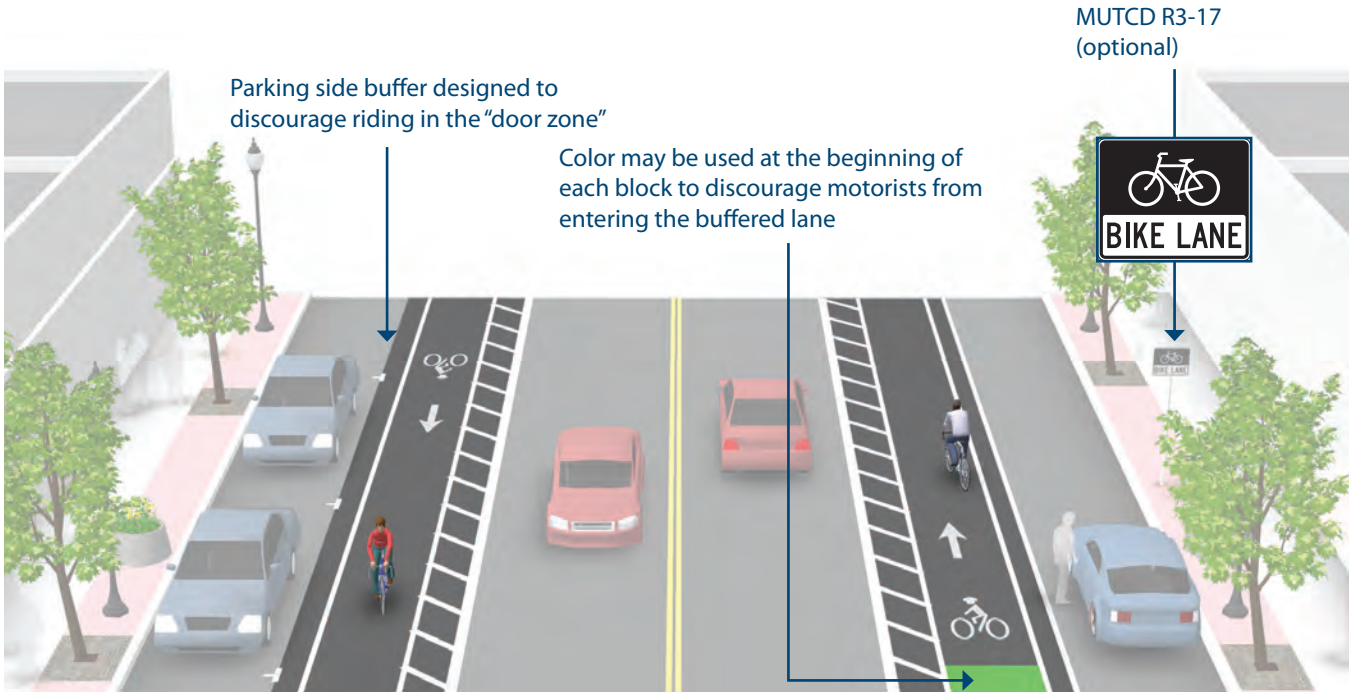
Design Guideline Examples For Rogers

Below are some highlights from this plan's bicycle and pedestrian design guidelines that are relevant to Rogers' recommendations. See the full Appendix A for more information and other design guide resources.

BICYCLE BOULEVARD



BUFFERED BIKE LANE



SILOAM SPRINGS WALK/BIKE ACTION PLAN

OVERVIEW

Siloam Springs is a small city surrounded by scenic, rural landscapes in southwest Benton County with a population of 15,680, covering 11.1 square miles. The western edge of its city limits border Oklahoma. Locally, the Dogwood Springs Walking Trail connects several destinations including downtown, parks, John Brown University, local schools, and residential areas. Opportunities include building upon this trail and connecting each section of town such as the new Kayak Park. US 412 and an active railroad line are (north/south & east/west) challenges for bicycle and pedestrian connectivity in Siloam Springs, although intersection crossing improvements have made US 412 crossable. A local bicycle club, the Siloam Ped'lars and PASS are a key local group supporting improvements in alternative transportation and recreation.

Regional Destinations

- Kayak Park
- Siloam Springs Lake
- John Brown University
- Downtown

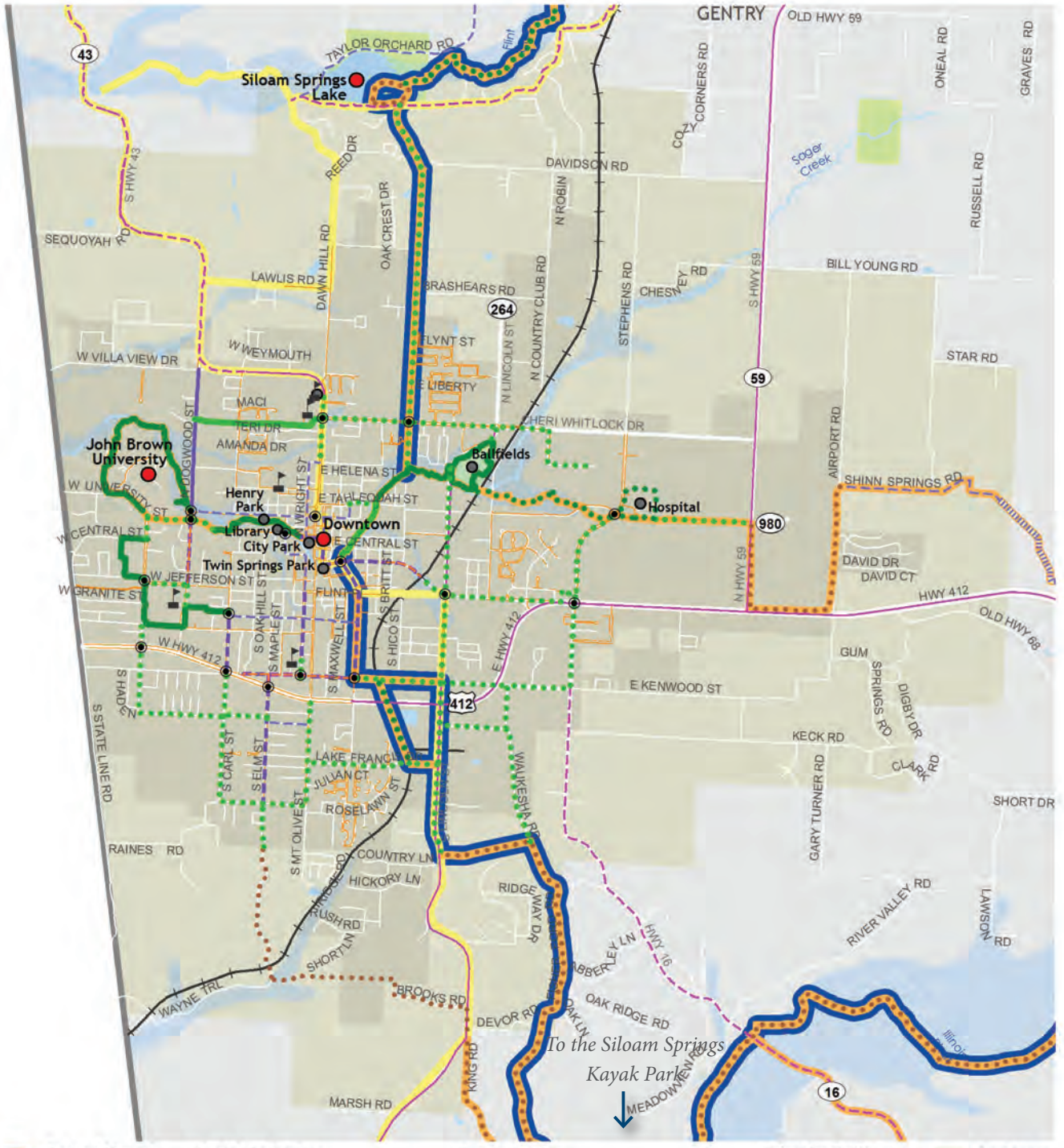
Other Key Destinations

- Local parks (Twin Springs, City, and Henry parks; Ballfields) and library
- Schools (Several including new high school on east side)
- Commercial areas
- Residential areas

Clockwise from upper left: Downtown Siloam Springs; Dogwood Springs Trail; development of the recently completed Kayak Park

REGIONAL LOCATION MAP

MAP 6.22 SILOAM SPRINGS COMMUNITY PLAN



Key Needs & Recommendations for Siloam Springs

Topic	Key Needs & Notes
Regional Needs	» Siloam Springs is over 20 miles from the urban NWA corridor, but has opportunities to improve connectivity to Gentry and Lake Wedington and Ozark National Forest. » US 412 limits connectivity to the Kayak Park.
Other Key Needs	» North/south rail line limits connectivity between west and east side. » US 412 limits connectivity to south end. » A significant sidewalk network exists, but most local roadways are narrow with limited to no space for bicycling.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Transition most future pedestrian improvements to shared use paved trailways and sidepaths, especially outside of the urban core.
Intersections	» Crossing facilities are well constructed in key locations such as the downtown area and along US 412. Innovative bicycle intersection treatments (see design guidelines in Appendix A) should be utilized as the network develops. Furthermore, as the bicycle and pedestrian network develops, key intersection improvements will be needed, especially around key destinations.
On-Street Bike Facilities	» Separated Bikeway – Downtown: Add separated bike facilities through downtown, utilizing wide roadways along Main Street, Broadway Street, and University Street, linking downtown ends of the Dogwood Trail. » Separated Bikeway – Washington Street: Add separated bike facilities along Washington Street in making a key connection south. This will likely include width adjustments. » Shared Roadways – Downtown links: Several downtown streets offer lower traffic alternatives in connecting through the downtown area, requiring little improvements in physical infrastructure. Key streets include Wright Street, N Broadway Street, Benton Street and Harvard Street.
Shared Use Facilities	» Shared Use Paved Trail – Ballfields to High School: Develop shared use paved trailway undercrossing the rail line along Sager Creek heading east from the Ballfields. Connect to Siloam Springs High School. » Shared Use Paved Trail crossing US 412 – Key alternatives include: rail with trail - explore opportunities to develop rail with trail undercrossing of US 412 between Kenwood Street and Lake Francis Drive. This would provide a safe alternative in linking the south side of Siloam Springs; another alternative includes a sidepath along Kenwood Street and Lincoln Street - key challenge for this alternative is that the Lincoln Street bridge would need improved to include a sidepath or the construction of a stand alone bicycle and pedestrian bridge is needed. » Sidepaths – Siloam Springs Lake to Kayak Park: Develop sidepaths along Hico Street and AR 59 in linking the northern and southern extents of Siloam Springs, including to regional destinations. » Natural Surface Trails – Kayak Park: Develop natural surface trails in linking the new Kayak Park, adding opportunities for mountain biking, hiking, and other trail uses.
Other Topics	**Notes**
Multi-Modal Connections	» Siloam Springs is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Siloam Springs utilizing Dawn Hill Road, AR 43, and several downtown roads. It links Siloam Springs with Gentry and surrounding rural areas.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Siloam Springs
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Siloam Springs
Complete Streets Policy	Medium	City of Siloam Springs
ADA Transition Plans	Medium	City of Siloam Springs
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Siloam Springs
Conform to APBP guidelines, increase amount/quality at local/ regional destinations, access at multi-family dwellings and public housing, bike parking requirements for new development		
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Siloam Springs
Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and bicyclists.	Medium	City of Siloam Springs
Transportation Planning and Land Use Planning Considerations	Long	NWARPC, City of Siloam Springs
Education		
Safe Routes to School	Short	City of Siloam Springs
Education campaign including motorists, walkers/runners, and bicyclists	Short	Northwest Arkansas Council, City of Siloam Springs
School classroom programming	Medium	City of Siloam Springs
Network with existing capacity in NWA	Medium	City of Fayetteville, City of Bentonville, City of Rogers, Bike Bentonville, BCO, IMBA
Encouragement		
Dogwood Springs Trail Transportation Promotion	Short	NWARPC, City of Siloam Springs
Equity Oriented Programs	Short	NWARPC,, Northwest Arkansas Council, City of Siloam Springs
Open Streets Events	Medium	Northwest Arkansas Council, City of Siloam Springs, Siloam Ped'lrs, PASS
Bicycle Friendly Business Program	Medium	City of Siloam Springs
Enforcement		
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Siloam Springs
Bicyclist and Motorist Ticket Diversion Program	Long	City of Siloam Springs Law Enforcement
Evaluation		
Work with AHTD to execute bicycle & pedestrian planning on state roadways through Siloam Springs	Short	City of Siloam Springs
Walking, Bicycling and Trails Report Card	Medium	City of Siloam Springs
Economy		
Economic Impact Report for Dogwood Springs Trail	Medium	Northwest Arkansas Council, City of Siloam Springs
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Siloam Springs

SPRINGDALE WALK/BIKE ACTION PLAN

OVERVIEW

Springdale has the second largest population of any city in NWA with a population of 73,123. Urban to suburban development is found throughout its large land area that covers 47 square miles. Springdale's developing trail network consists of 11 miles of shared use paved trails and sidepaths. This includes trails around Lake Springdale, J.B. Hunt Park, and the developing Razorback Regional Greenway connecting downtown to Lowell and Fayetteville. The City of Springdale created a Master Trail Plan Map in 2010, highlighting key corridors for future trail development connecting destinations throughout town. While opportunities exist to continue expanding the bicycle and pedestrian network from the Razorback Regional Greenway, the largest challenge involves traversing several high speed, high traffic volume corridors such as I-49, US 71B, US 412, AR 264, AR 265, and Huntsville Avenue. Narrow roadways and higher traffic volumes also present challenges along many streets throughout Springdale. Key next steps for the City of Springdale will include developing branches to/from

Regional Destinations

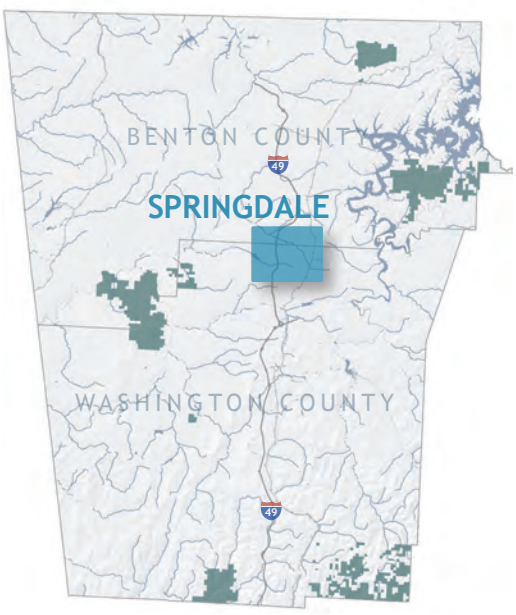
- Razorback Regional Greenway
- Arvest Ballpark
- Rodeo of the Ozarks
- The Jones Center
- Arts Center of the Ozarks
- Tyson Foods, Headquarters
- Lake Springdale
- Downtown

Other Key Destinations

- Local parks and schools, public library
- Commercial areas
- Residential areas

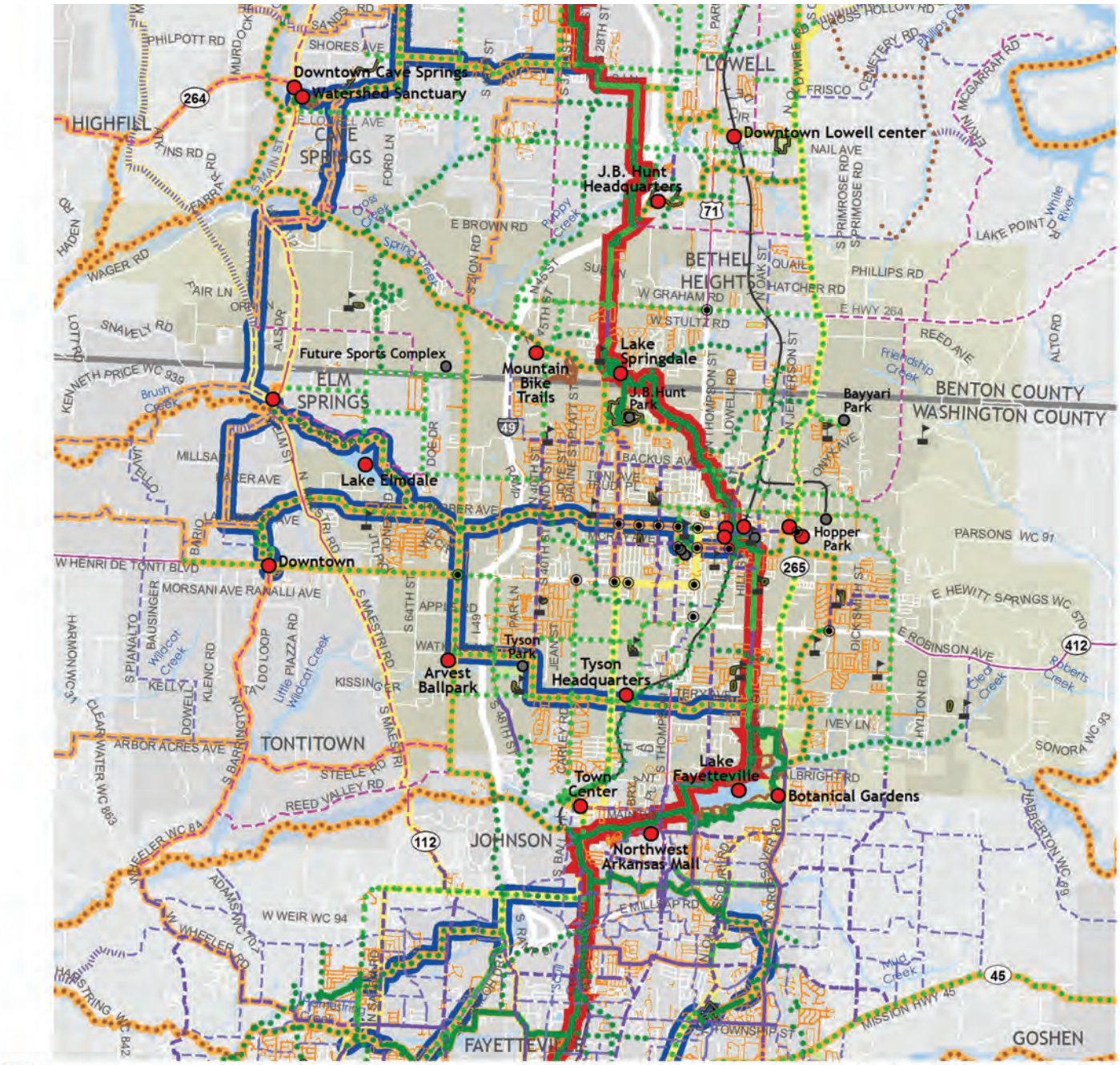
Clockwise from upper left: Downtown Springdale crosswalk; Razorback Regional Greenway informational sign; Lake Springdale boardwalk

REGIONAL LOCATION MAP

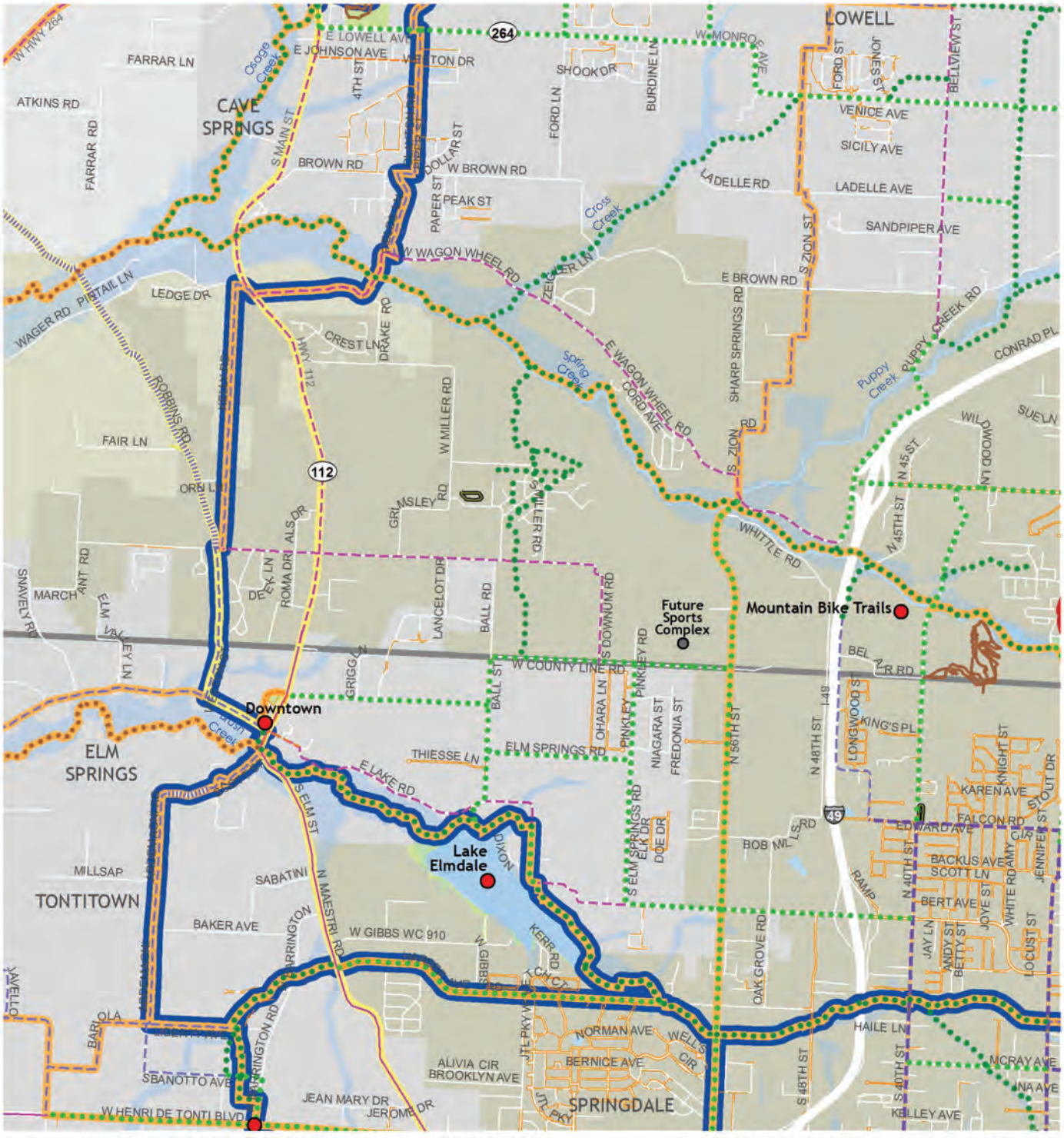


the Razorback Regional Greenway, connecting regional destinations such as Arvest Ballpark, connecting surrounding communities, and finding safe ways to connect local destinations such as schools, neighborhoods, parks, and commercial areas, and establishing safe crossings and alternatives to major roadways.

MAP 6.23 SPRINGDALE COMMUNITY PLAN



MAP 6.23-NW SPRINGDALE NORTHWEST QUADRANT



Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

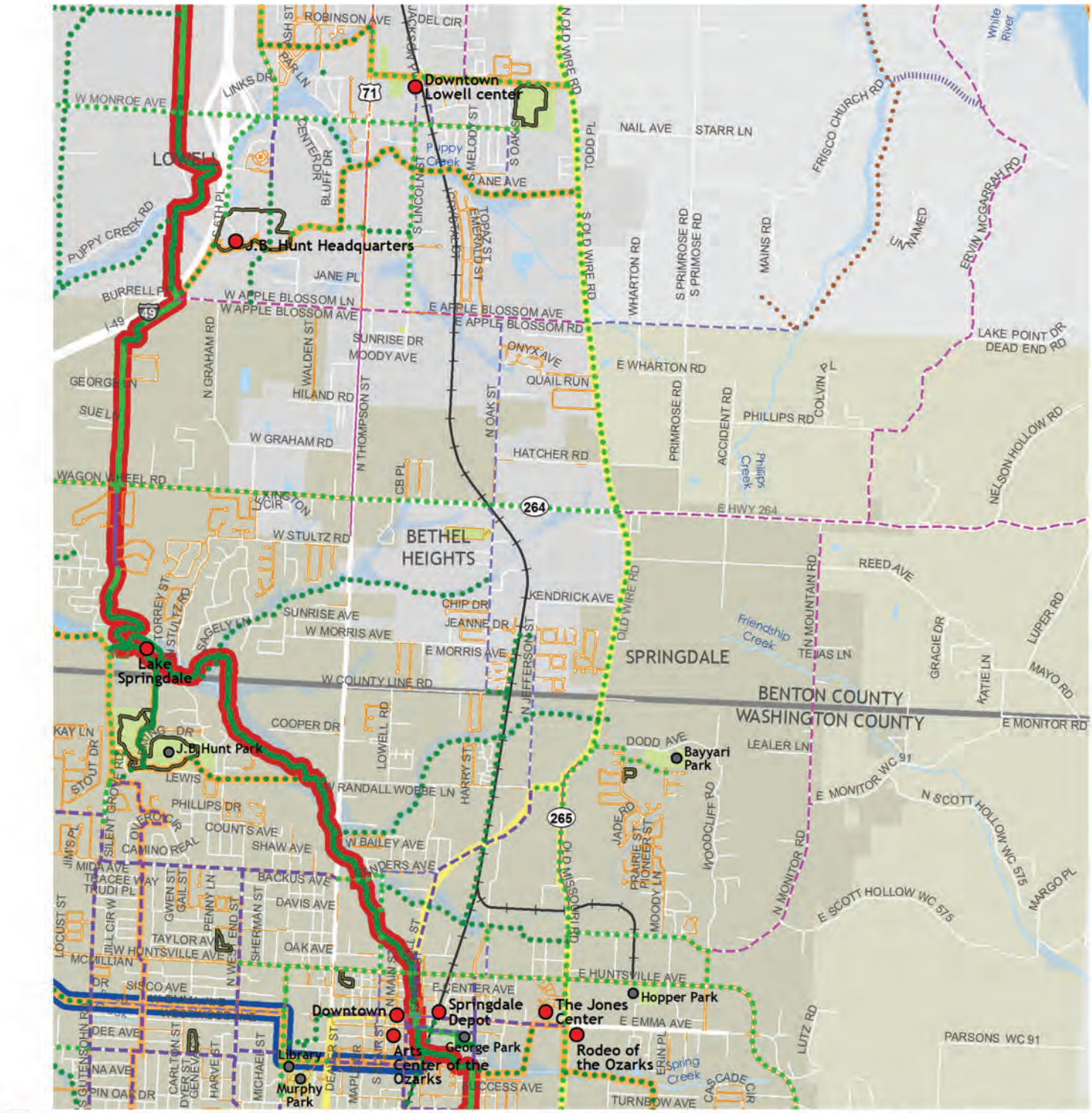
Shared Use Facilities
Proposed Shared Use Paved Trail
Proposed Sidepath
Proposed Natural Surface Trail
Existing Natural Surface Trail

Bicycle Facilities
Proposed Separated Bikeway
Proposed Shoulder Improvement
Existing Shoulder
Proposed Shared Roadway
Proposed Gravel Grinding (Shared Roadway)

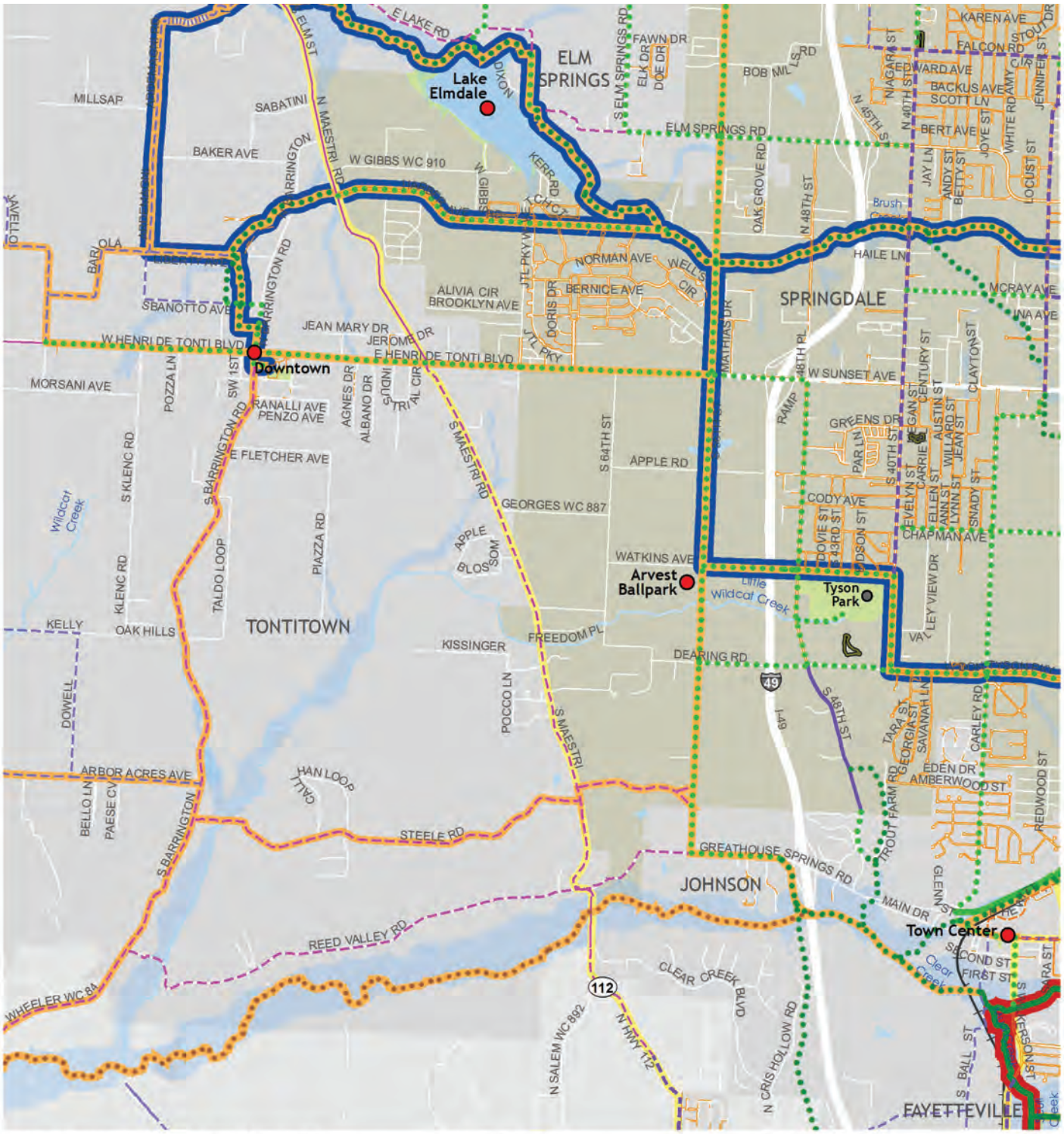
Pedestrian Facilities
Sidewalk
Proposed Sidewalk
Neighborhood/Park Trails

City Limits
Planning Area
Floodplain
Waterbodies

MAP 6.23-NE SPRINGDALE NORTHEAST QUADRANT



MAP 6.23-SW SPRINGDALE SOUTHWEST QUADRANT



Razorback Regional Greenway
Regional Network
Heritage Trail
Catalyst Project
Regional Destination
Local Destination

Shared Use Facilities
- Proposed Shared Use Paved Trail
- Existing Shared Use Paved Trail
- Proposed Sidepath
- Existing Sidepath
- Proposed Natural Surface Trail

Bicycle Facilities
- Proposed Separated Bikeway
- Existing Separated Bikeway
- Proposed Shoulder Improvement
- Existing Shoulder
- Proposed Shared Roadway
- Proposed Gravel Grinding (Shared Roadway)

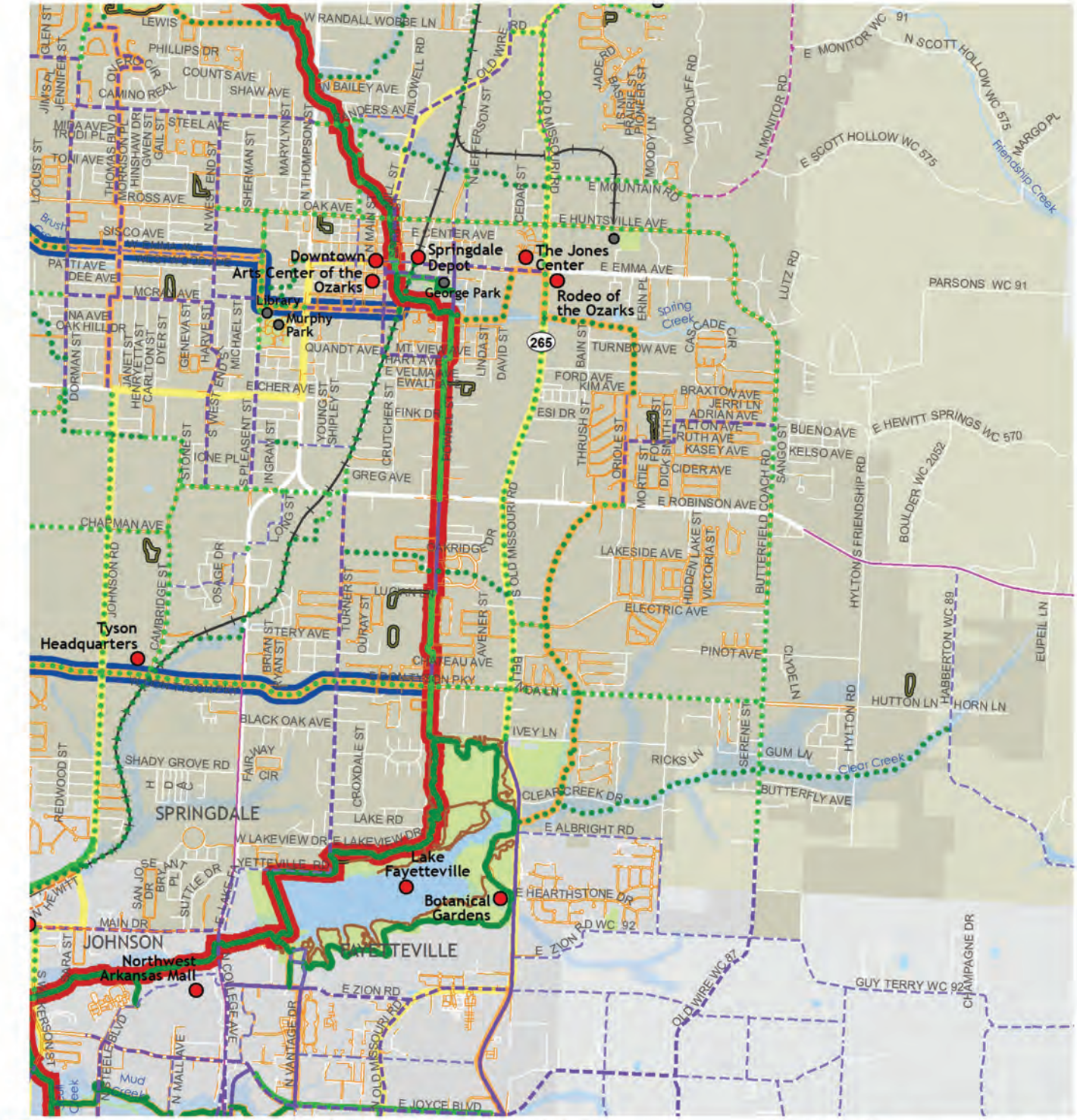
Pedestrian Facilities
- Sidewalk
- Proposed Sidewalk
- Neighborhood/Park Trails

- City Limits
- Planning Area
- Floodplain
- Waterbodies
- Railroad

N

0 0.5 1 Miles

MAP 6.23-SE SPRINGDALE SOUTHEAST QUADRANT



Key Needs & Recommendations for Springdale

Topic	Key Needs & Notes
Regional Needs	» Develop branches to/from the Razorback Regional Greenway. » Develop connections to Arvest Ballpark, Tyson Headquarters, and regional destinations in the downtown area. » I-49, US 71B, US 412, AR 264 and AR 265 limit connectivity to surrounding communities. » Develop connections to surrounding communities.
Other Key Needs	» 2010 Master Trail Plan map developed – serves as a key guide for next steps in bicycle and pedestrian network development. » Several high speed, high traffic volume corridors limit circulation through the city (i.e. interstate and state highways, Huntsville Road) – narrow lanes combined with higher traffic volumes limit level of service for bicyclists in general. » Develop safe routes to schools, parks, and other local destinations.

Facility Recommendation	Recommendation Detail
Sidewalks	» Continue developing sidewalks with new development, and continue filling sidewalk gaps as necessary. Continue integrating shared use paved trails and sidepaths as part of pedestrian network improvements where feasible, mostly outside of the urban core. Development of on-street bike facilities along roads with sidewalks lacking a roadway buffer can enhance the pedestrian network as well.
Intersections	» Crossing facilities are well constructed in several locations in the downtown area utilizing high visibility crosswalks and curb extensions to shorten the crossing distance for pedestrians (especially Emma Avenue through downtown). While many intersections need improvement throughout the city as the bicycle and pedestrian network develops, improvements can already be observed along Huntsville Avenue (Mill Street, Berry Street, and AR 265 intersections). Innovative intersection treatments (see design guidelines in Appendix A) should be implemented along the developing bicycle and pedestrian network, building upon crossing treatments at Razorback Regional Greenway intersections, already implemented by the City of Springdale.
On-Street Bike Facilities	» Separated Bikeway – Holcomb Street and Maple Avenue: These streets make a key connection from the downtown area to Murphy Park, Springdale High School and eventually to West Emma Avenue and trail connections to the western city limits. This can be part of a connection between downtown, Arvest Ballpark, Elm Springs, and Tontitown. » Separated Bikeway – Mill Street & Old Wire Road: Mill Street and Old Wire Road make a key connection along the Heritage Trail between downtown, a northeast route toward Bethel Heights, Lowell, Beaver Lake, and northern NWA. » Shared Roadways – West Emma Avenue: West Emma Avenue offers lower traffic alternatives through a residential area, providing a key connection between downtown, Murphy Park, Springdale High School and trail connections to the western city limits. This can be part of a connection between downtown, Arvest Ballpark, Elm Springs, and Tontitown.

Key Needs & Recommendations for Springdale (continued)

Facility Recommendation	Recommendation Detail
Shared Use Facilities	» Shared Use Paved Trail/Sidepath – Park Street to East Emma Avenue and AR 265: Develop connection east from the Razorback Regional Greenway at Park Street, following Spring Creek toward the airport then north to Emma Avenue and the Jones Center. Develop a sidepath connection to the Emma Avenue and AR 265 intersection, linking to the Jones Center, Rodeo of the Ozarks, airport, and Heritage Trail. » Shared Use Paved Trail – Emma Avenue to Har-Ber Avenue/56th Street connection: Develop link from the western end of Emma Avenue to the eastern end of Har-Ber Avenue/northern end of 56th Street, following a tributary to Brush Creek and crossing under I-49 along the creek culvert. » Shared Use Paved Trail – Spring Creek: Develop branch of the Razorback Regional Greenway northwest along Spring Creek toward Cave Springs. This provides a link toward Cave Springs, the Watershed Sanctuary, XNA airport, and parts of Elm Springs and western Lowell. » Sidepath – AR 265: Develop a sidepath along the length of AR 265 on the east side of Springdale. This follows the Heritage Trail, connects the Jones Center, Rodeo of the Ozarks, Bethel Heights, Lowell, Fayetteville, Lake Fayetteville, with connection opportunities to Beaver Lake. » Sidepath – Don Tyson Parkway: Upgrade sidewalk along Don Tyson Parkway to sidepaths. This provides a key east/west component of the network in southern Springdale. This provides links to the Razorback Regional Greenway, the Heritage Trail, Tyson Foods Headquarters, and connections to Arvest Ballpark. » Sidepaths – S 40th Street, Watkins Avenue, and 56th Street: Develop sidepaths along the streets to complete the western loop between Don Tyson Parkway, and Emma Avenue, connecting Arvest Ballpark, and other opportunities highlighted above.
Other Topics	**Notes**
Multi-Modal Connections	» Springdale is connected to Ozark Regional Transit routes 61, 62, 63, and 64 & 52 with 24 stops throughout Springdale. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail connects north/south through the heart of Springdale along Old Missouri Road, Old Wire Road, Mill Street, Emma Avenue, US 71B, and Johnson Road. An eastern branch follows US 412 east from Old Missouri Road. An additional north/south route along the western edge of the city limits follows AR 112.

Program & Policy Recommendations

The table on the following page presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found on the following page. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program & Policy Recommendations

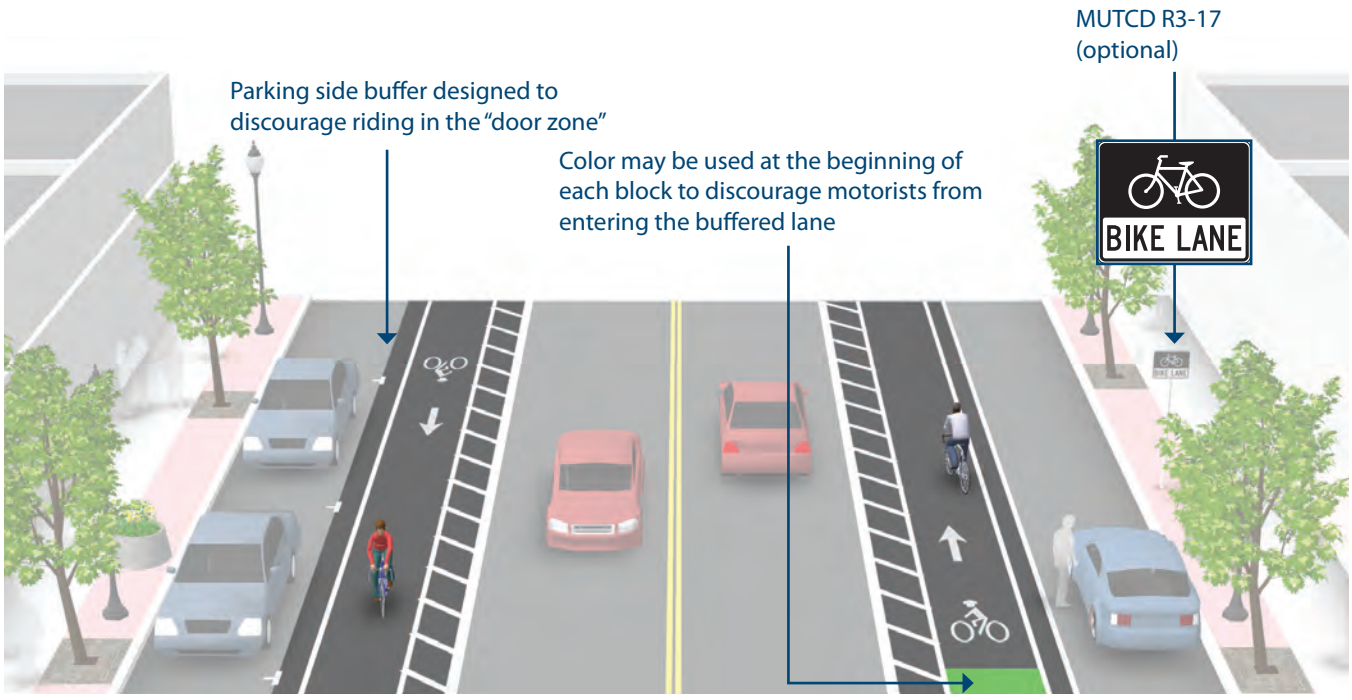
Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Springdale
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Springdale
Complete Streets Policy	Medium	City of Springdale
Consider developing a comprehensive plan with a multi-modal transportation element featuring bicycle and pedestrian improvements.	Medium	City of Springdale
ADA Transition Plans	Medium	City of Springdale
Create program and dedicate funding to in-fill sidewalk projects.	Medium	City of Springdale
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Springdale
Conform to APBP guidelines, increase amount/quality at local/ regional destinations, Access at multi-family dwellings and public housing, bike parking requirements for new development		
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Springdale
Develop and implement streetscape design guidelines that foster a pleasant and comfortable environment for pedestrians and bicyclists.	Medium	City of Springdale
Transportation Planning and Land Use Planning Considerations	Long	NWARPC, City of Springdale
Encourage mixed use and higher density development		
Education		
Safe Routes to School	Short	City of Springdale
Education campaign including motorists, walkers/runners, and bicyclists	Short	Northwest Arkansas Council, City of Springdale, Bike Bentonville
School classroom programming	Medium	City of Springdale
Network with existing capacity in NWA	Medium	City of Fayetteville, City of Bentonville, City of Rogers, Bike Bentonville, BCO, IMBA
Encouragement		
Razorback Regional Greenway Transportation Promotion	Short	NWARPC, City of Springdale
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Springdale
Open Streets Events	Medium	Northwest Arkansas Council, City of Springdale
Bicycle Friendly Business Program	Medium	City of Springdale
Form bicycle and pedestrian related advocacy group(s)/friends group(s)	Medium	City of Springdale
Enforcement		
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	City of Springdale
Bicyclist and Motorist Ticket Diversion Program	Long	City of Springdale Law Enforcement
Evaluation		
Work with AHTD to execute bicycle & pedestrian planning on state roadways through Springdale	Short	City of Springdale
Walking, Bicycling and Trails Report Card	Medium	City of Springdale
Economy		
Economic Impact Report for Razorback Regional Greenway and Trails	Medium	Northwest Arkansas Council, City of Springdale
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Springdale

Design Guideline Examples For Springdale

Below are some highlights from this plan's bicycle and pedestrian design guidelines that are relevant to Springdale's recommendations. See the full appendix for more information and other design guide resources.

MEDIAN REFUGE ISLANDS

BUFFERED BIKE LANE



TONTITOWN WALK/BIKE ACTION PLAN

OVERVIEW

Tontitown is a rural/suburban community that has a population of 2,548 and covers 18.1 square miles in Washington County near the urban corridor. Tontitown, founded by a group of Italian immigrants in the late 19th century, contains a unique cluster of vineyards with a grape festival held every year in the town center. Key opportunities include thoroughly connecting the downtown center of Tontitown, Sbanotto Park, residential areas, Har-Ber Avenue, scenic rural routes (and vineyards), and surrounding communities. Providing safe crossings of US 412 is a key challenge for Tontitown.

Regional Destinations

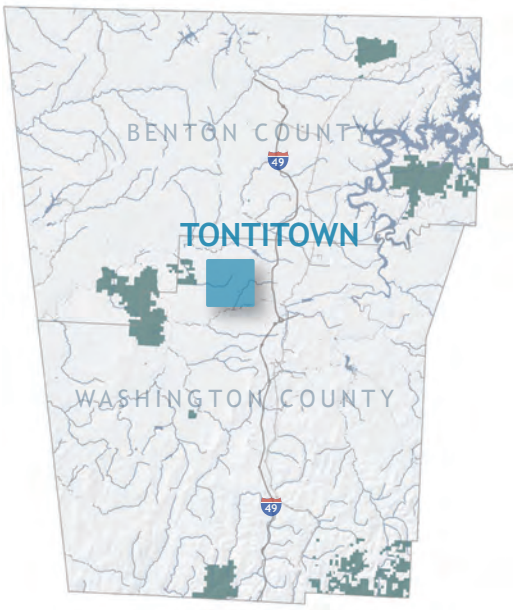
» Downtown center

Other Key Destinations

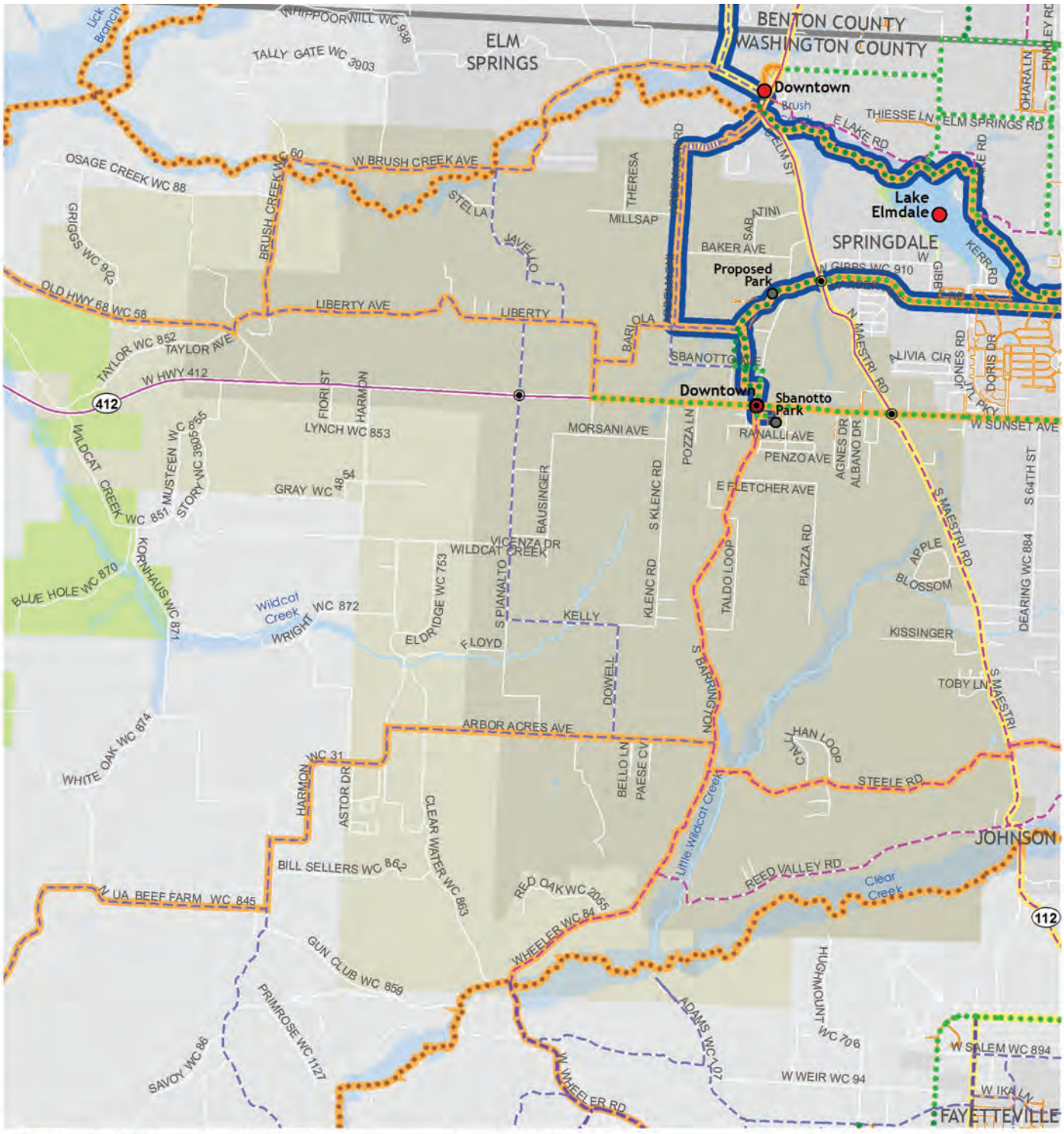
» Residential areas
» Sbanotto Park
» Potential future park site
» Har-Ber Avenue (toward Springdale Har-Ber High School)

Clockwise from upper left: Park/Trail opportunities through Belmont Way; Sbanotto Park; Scenic and low traffic volume corridors (Dowell Road)

REGIONAL LOCATION MAP



MAP 6.24 TONTITOWN COMMUNITY PLAN



Key Needs & Recommendations for Tontitown

Topic	Key Needs & Notes
Regional Needs	» Provide links through the downtown area. Connect to surrounding communities and identify opportunities to connect to Lake Wedington.
Other Key Needs	» Provide links to Sbanotto Park » Improve neighborhood connectivity. » Improve Har-Ber Avenue connectivity. » Provide safe crossings of US 412.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» Residential Areas: Continue developing sidewalks with new residential development.
Intersections	» AR 412 Crossings: Crossing improvements needed along AR 412 at the Barrington Road and AR 112 intersections. Other intersection improvements may be needed as the network develops.
On-Street Bike Facilities	» Shoulder Improvements: Add paved shoulder along AR 112 and Barrington Road to provide a safer space for cyclists and cars. » Shared Roadways: Liberty Avenue, Ardemagni Road, Sbanotto Avenue, Javello Road, Brush Creek Road, Pianalto Road, Steele Road, and Reed Valley Road provide lower traffic links in and through Tontitown.
Shared Use Facilities	» Shared Use Paved Trail – Town center to Har-Ber Avenue: Develop shared use paved trail connecting the town center of Tontitown to Har-Ber Avenue (linking toward Har-Ber Avenue Springdale High School). » Sidepath – US 412: Develop sidepath along US 412 linking the town center with business clusters and residential areas toward Springdale.
Other Topics	**Notes**
Multi-Modal Connections	» Tontitown is not directly connected by public transit. Ozark Regional Transit serves the urban NWA corridor.
Heritage Trail	» The NWA Heritage Trail connects north/south through Tontitown along AR 112 toward Elm Springs and Johnson/Fayetteville.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

For many of these actions, there is an opportunity for the communities of the region to share resources, with individual communities participating in regional programs, attending trainings or meetings convened at the regional scale, or implementing regionally developed programs at the local level. Recommendations specific to the Six E's (Engineering, Education, Encouragement, Enforcement, and Evaluation (with Equity considered broadly through all)) are found below. Economy is included as an additional category to help demonstrate the benefits of implementing all of the E's. Refer to Appendix D for detailed guidance on implementing each item, including a description of recommended actions, regional and local roles, as well as sample programs.

Program	Term	Lead Entity
Engineering		
Non-Motorized Transportation Training for Engineers and Planners	Short	NWARPC, City of Tontitown
Bike/Pedestrian Facility Inclusion in Engineering Documents, Plans, and Drawings	Short	NWARPC, City of Tontitown
Complete Streets Policy	Medium	City of Tontitown
Bicycle Parking	Medium	NWARPC, Northwest Arkansas Council, City of Tontitown
Enhanced Funding for Bike and Pedestrian Projects	Medium	NWARPC, City of Tontitown
Education		
Network with existing capacity in NWA	Medium	City of Tontitown City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
Encouragement		
Walking and Biking Promotion Activities	Short	City of Tontitown
Equity Oriented Programs	Short	NWARPC, Northwest Arkansas Council, City of Tontitown
Bike and Walk Month	Medium	City of Tontitown
Group Rides and Walks	Medium	City of Tontitown
Enforcement		
Targeted Bicycle and Pedestrian Enforcement	Short	City of Tontitown Law Enforcement
Trainings for Law Enforcement Officers	Short	NWARPC, City of Tontitown Law Enforcement
Bike and Foot Patrol Units	Medium	City of Tontitown Law Enforcement
Annual Meeting with Police, Planners and Engineers to Evaluate Collision Trends, Infrastructure Needs and Areas for Targeted Enforcement	Medium	NWARPC, City of Tontitown
Evaluation		
Active Transportation Committee	Short	NWARPC, City of Tontitown
Bicycle, Pedestrian, and Trail Count Program	Short	City of Tontitown
Walking, Bicycling and Trails Report Card	Medium	City of Tontitown
Economy		
Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of Tontitown

WEST FORK WALK/BIKE ACTION PLAN

OVERVIEW

West Fork is a rural community along the West Fork of the White River with a population of 2,402 covering 3.7 square miles in Washington County. Greenland, West Fork's closest neighbor, lies five miles to the north. Prairie Grove lies 12 miles to the northwest and Devil's Den State Park lies 16 miles to the south. Key opportunities will include improving regional connectivity, improving circulation throughout West Fork, and making direct links to its schools and the two sides of the West Fork of the White River.

Regional Destinations

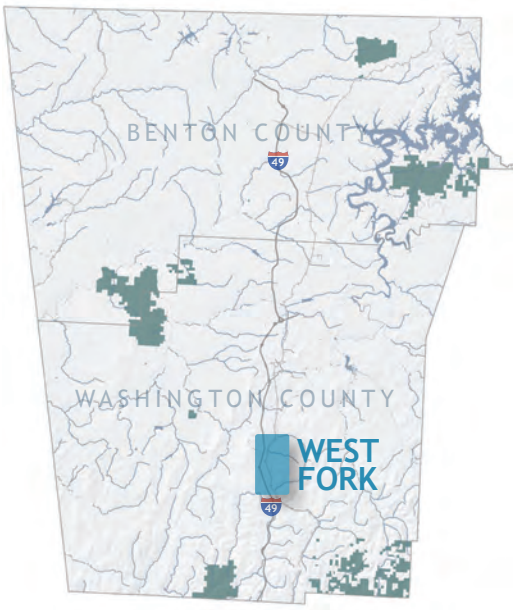
» Downtown West Fork

Other Key Destinations

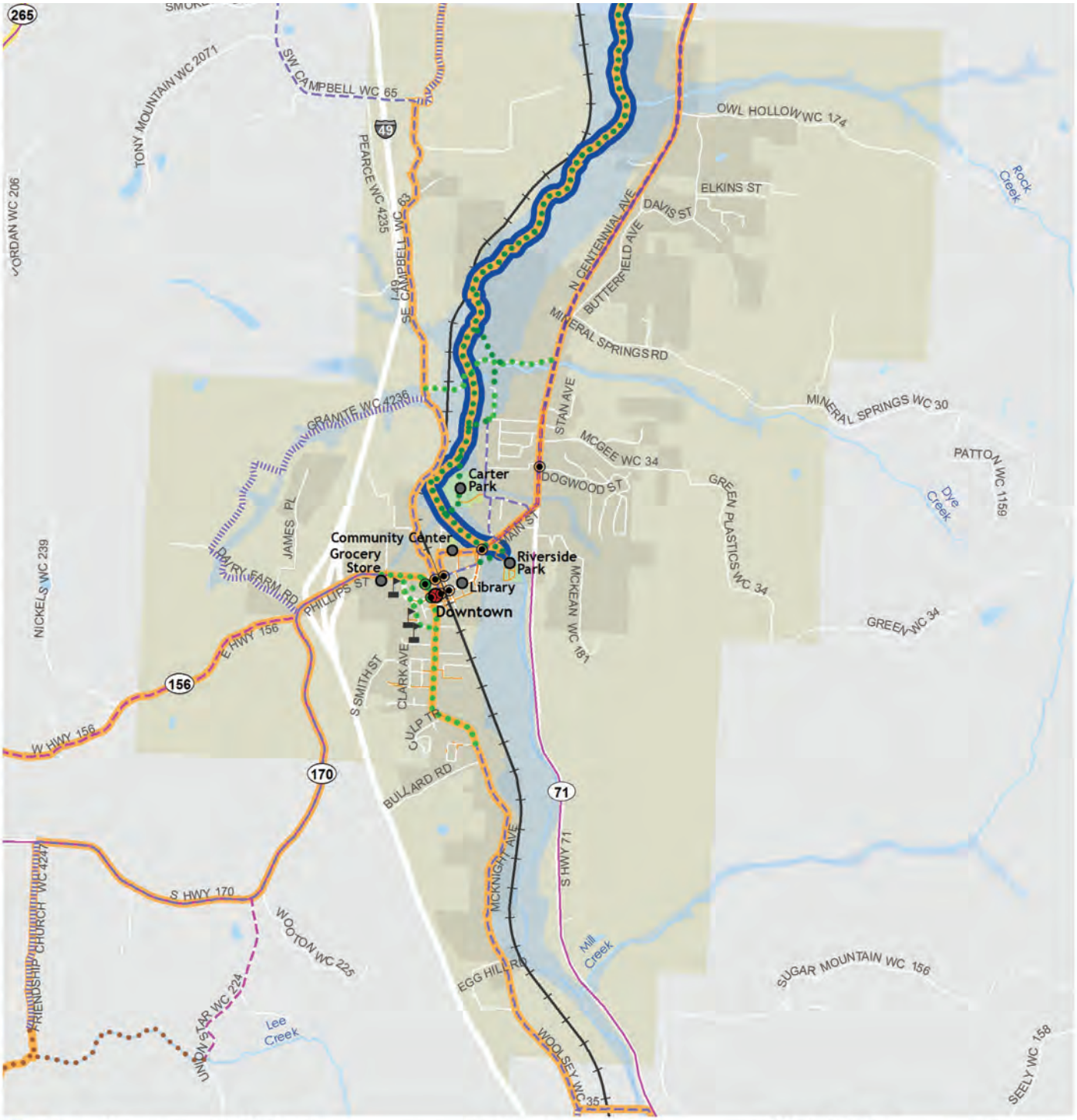
» Schools and Mueller Park
» Riverside Park and Carter Park
» Grocery Store – Harp's

Clockwise from upper left: West Fork schools; Riverside Park; Carter Park

REGIONAL LOCATION MAP



MAP 6.25 WEST FORK COMMUNITY PLAN



Key Needs & Recommendations for West Fork

Topic	Key Needs & Notes
Regional Needs	» Connect north/south to Greenland and Devil's Den State Park.
Other Key Needs	» Connect schools, parks, and grocery store. » Provide safe crossing of the West Fork of the White River and US 71.
Facility Recommendation	**Recommendation Detail**
Sidewalks	» US 71: Continue developing the sidewalk network, filling in gaps as needed. Provide sidewalk link along US 71 and linking neighborhoods on both sides toward downtown, West Fork schools, Carter Park, and Riverside Park. » Main Street: Connect Main Street sidewalk to Riverside Park.
Intersections	» Downtown crossings: Intersections in the downtown area, especially significant to the bicycle and pedestrian network should be improved. » Riverside Park: Improve intersection access to Riverside Park on west side of the Main Street bridge.
On-Street Bike Facilities	» Separated Bikeway – US 71: A road diet combined with on-street separated bicycle facilities will connect West Fork with Greenland and Fayetteville. » Shared Roadway – Campbell Road: Campbell Road provides a scenic, low traffic link to Greenland. » Shared Roadway – Maple Avenue and Webber Street: These streets provide low traffic links as the trail network develops.
Shared Use Facilities	» Sidepaths – School links: Develop sidepath network to thoroughly connect schools, grocery store, downtown, and residential areas. » Shared Use Paved Trail/Bridge: A bicycle and pedestrian bridge will allow safe crossing of the West Fork of the White River. Currently, the Main Street bridge has little room for safe crossing. » Shared Use Paved Trail – West Fork of the White River: Develop a shared use paved trail utilizing the scenic West Fork of the White River connecting West Fork to Greenland and Fayetteville.
Other Topics	**Notes**
Multi-Modal Connections	» West Fork is connected by Ozark Regional Transit which servers the urban NWA corridor and parts of rural NWA. Stops in West Fork are found at Harps Grocery, city hall, the post office, park & ride lot, and the Dollar General. Bicycle parking, infrastructure connectivity, and other amenities should be considered here. Please see www.ozark.org for route details.
Heritage Trail	» The NWA Heritage Trail does not connect through West Fork.

Program & Policy Recommendations

The table below presents a summary of recommendations organized by category which identifies the recommended program, time-frame for implementation, and lead entity. The table identifies Bronze (short-term), Silver (mid-term) and Gold (long-term) actions that can help achieve recognition as a Walk and Bicycle Friendly Community.

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Education		
Safe Routes to School	Medium	City of West Fork
Network with existing capacity in NWA	Medium	City of West Fork City of Fayetteville, City of Bentonville, City of Rogers, City of Springdale, Bike Bentonville, BCO, IMBA
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Bicycle and Walking Tourism Strategy	Medium	Northwest Arkansas Council, City of West Fork

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Prepared for the Northwest Arkansas Regional Planning Commission
Prepared by Alta Planning + Design